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Winnetka Design Review Board

Regular Meeting

January 21, 2016 - 7:00 pm

The Winnetka Design Review Board will hold a meeting on Thursday, January 21, 2016 at Winnetka Village Hall, 510 Green Bay Road, Winnetka, Illinois, at 7:00 p.m.

AGENDA

1. Adoption of previous meeting minutes (November 19, 2015).

2. Application for Certificate of Appropriateness for proposed building alternations at Neapolitan, 560 Chestnut Street (formerly TL Fritts Sporting Goods);

3. **Zoning Case #15-10-PD: (continued from previous meeting):** Preliminary review of Planned Development application by Stonestreet Partners and Winnetka Station LLC, for the properties at (a) 511 Lincoln Avenue, (b)513-515 Lincoln Avenue, (c) 710-732 Elm Street, (d) 740 Elm Street, and (e) a portion of the adjacent Lincoln Avenue right-of-way.

4. **Zoning Case #16-02-SU**: Consideration of Certificate of Appropriateness and comment to Village Council regarding proposed parish center addition and athletic field improvements at Saints Faith Hope and Charity, 150 Linden and 191 Linden Ave.

5. **Zoning Case #16-03-SU**: Consideration of Certificate of Appropriateness and Comment to Village Council regarding proposed alterations at Domino's Pizza, 1009 Green Bay Road;

6. Application for Certificate of Appropriateness for proposed awning at H Gary Frank Architects, 523 Chestnut St.

NOTE: Public comment is permitted on all agenda items, and may be provided in person at the meeting, or submitted in writing prior to the meeting.

NOTICE

All agenda materials are available at villageofwinnetka.org (*Government > Boards & Commissions > Agenda Packets*).

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator – Megan Pierce, at 510 Green Bay Road, Winnetka, Illinois 60093, 847-716-3543; T.D.D. 847-501-6041.

Winnetka Design Review Board/Sign Board of Appeals
November 19, 2015

Members Present:	Bob Dearborn, Acting Chairman Brooke Kelly Paul Konstant Peggy Stanley
Members Absent:	Kirk Albinson Michael Klaskin John Swierk
Village Staff:	Brian Norkus, Assistant Director of Community Development

Call to Order:

Chairman Dearborn called the meeting to order at 7:30 p.m.

Chairman Dearborn stated that he would be acting as chairman for the meeting since John Swierk is absent. He then asked if there were any comments or corrections to be made to the October 15, 2015 meeting minutes. No comments were made.

A motion was made and seconded to approve the October 15, 2015 meeting minutes. On a voice vote, the motion was unanimously passed.

Case No. 15-10-PD: Preliminary Review of Planned Development Application by Stonestreet Partners and Winnetka Station LLC, for the properties at (a) 511 Lincoln Avenue, (b) 513-515 Lincoln Avenue, (c) 710-732 Elm Street, (d) 740 Elm Street and (e) a Portion of the Adjacent Lincoln Avenue Right-of-Way

Chairman Dearborn stated that the order of business for tonight's meeting would be for Mr. Norkus to provide a brief overview of the Board's role in this process followed by a presentation by the applicant. He then stated that would be followed by questions from the Board and then public comment, and that they are hoping to conclude the meeting by 10:00 p.m.

Mr. Norkus provided a PowerPoint presentation and described the scope of the Board's review in the context of the overall planned development review process. He stated that the Board is generally accustomed to seeing applications where the Board is the final authority on matters of design applications such as modifications to existing buildings, additions to buildings and even new buildings. Mr. Norkus stated that the Planned Development review process differed somewhat from the typical development review in that it has an extended public review process in which three advisory boards provide a recommendation to the Village Council. He stated that on top of those three boards advising the Village Council, he stated that it is important to point out that the review process is divided into two steps which are preliminary review followed by final review.

Mr. Norkus stated that the application is currently at the preliminary stage, and that the Board may make a recommendation to the Village Council and issue findings as to whether the project is either consistent or inconsistent with the Village's adopted standards. He stated that the Village Council, after considering the recommendations of the three boards, may choose to grant preliminary approval; if preliminary approval is granted the applicant would then return to the same three boards with more detailed plans for subsequent final review.

Mr. Norkus then stated that as previously mentioned, the Design Review Board is one of three bodies making a recommendation to the Village Council. He stated that in addition to this Board, the Plan Commission is to make a recommendation relative to the plan's consistency with the *2020 Comprehensive Plan* and the ZBA is to evaluate the request with regard to its consistency with the standards also contained in the zoning ordinance. Mr. Norkus stated that all three Board's recommendations would be presented to the Village Council which has final authority to approve.

Mr. Norkus stated that the procedures set out in the zoning ordinance call for the Design Review Board to evaluate the project in terms of its compliance with the Village's *Design Guidelines*, which he described as an approximate 80-90 page document which was developed over a period of several months and adopted by the Village in 2001. He noted that the Guidelines are intended to provide a standard to evaluate proposed building alterations and developments in the downtown area as well as for institutional uses such as schools, parks, churches and multiple family residential developments, to ensure that new designs retain a contextual relationship with the Village and the immediate surroundings.

Mr. Norkus informed the Board that the *Design Guidelines* are divided into two main categories which include *Buildings and Architecture*, followed by a somewhat shorter section which addressed standards for the public spaces such as streetscape, parking areas, and the like.

Mr. Norkus stated that with regard to the *Buildings and Architecture* section, it is divided into five smaller sections which include recommendations on *Building Mass, Proportion and Scale, Building Articulation, Building Materials* and then more fine grained details with recommendations on *Service Areas on Secondary Elevations and Parking Structures.*

Mr. Norkus then stated that in connection with the standards, there is rather lengthy language in the guidelines dealing with each of these subjects, but that he would only briefly touch on each of them. He stated that the section on *Building Mass* includes recommendations on appropriate setbacks, height and roof form, and presented an example of one image depicting recommended roof slope.

Mr. Norkus stated that the section on *Proportion and Scale* provides guidance on maintaining an attractive pedestrian scale and a contextual relationship with the surrounding business districts. He also stated that it provided guidance on breaking down the mass of a building through

establishing patterns of horizontal and vertical rhythm, as well as through articulation of the façade through fenestration patterns, changes in building materials and changes in building plane. Mr. Norkus identified the figure as a graphic representation of the recommended hierarchy of public commercial space over the private upper level space through emphasis of the ground floor space with a higher degree of transparency and increased ceiling height compared to residential floors.

Mr. Norkus explained that the section on *Building Articulation* provides more finely grained recommendations on details such as building entries, windows and doors as well as some ancillary elements such as lighting, signage, awnings and mechanical equipment. He stated that section also provided recommendations as to both appropriate and inappropriate building materials.

Mr. Norkus stated that the standards which follow deal with recommendations on pedestrian zone and pedestrian circulation recommendations and provides guidelines on the configuration of the public realm. Mr. Norkus referred to the configuration of sidewalks as well as decorative paving and tree grates and stated that it also provided recommendations on plant material and pedestrian amenities such as benches, lighting, waste containers, bicycle racks, etc. He stated that the guidelines conclude with recommendations for the configuration and design of parking areas, loading zones and landscaping.

Mr. Norkus indicated that the *Design Guidelines* are available on the Village's website for those in the audience who would like to review.

Chairman Dearborn asked the Board if they had any questions. No questions were raised by the Board at this time. He then stated that they would begin with a presentation by the applicant followed by questions from the Board and then public comment.

David Trandel introduced himself to the Board as a part of the development team and stated that he appreciated the opportunity to present the request to the Board. He also stated that there are members of the development team present and that he would provide the Board with background as to how they got here. Mr. Trandel stated that more importantly, he would try to address any questions and try to bring the life what for the last two years has been two-dimensional. He stated that as they start delving into it and getting more granular in terms of the materials and the liveliness that would come with the materials they planned to use, the style and intricacies, they would be able to create something that they would all be proud of.

Mr. Trandel informed the Board that he is a resident of Winnetka and that he has two children in the public schools and that he is a frequent user of the business district and the commercial district. He then stated that taking on this project was more about what Winnetka can be and looking forward to the future and respecting the past and history by creating something that embraced that and be contextually relevant and also give lifestyle choices which currently do not exist in the Village. Mr. Trandel stated that they began the project from the need perspective which Mr. Norkus discussed and which related to parking, how they handle parking and traffic flow and how

to create an environment that is conducive for attracting the type of retailers that as a resident are looking forward to seeing and experiencing. He then stated that for many of the retailers, 77% of them want are geared around restaurant choices, lifestyle choices, boutiques and things that can be a convenience factor for today's lifestyle which are driving retailers and driving families' decisions.

Mr. Trandel then stated that one of the beautiful aspects of their plan is to create terrific public spaces which do not exist now. He also stated that although the business district currently has hardscaped areas, they do not have what he would call an inviting sense of a place where you could meet. Mr. Trandel stated that there have been a lot of references to things which are timeless and their architecture, but that with regard to public spaces, whether it is in Europe or other wonderful plazas throughout the world, he stated that those are hardscaped. He stated that the Village Green is home to several community events, but that the Village Green is not part of downtown, and that the proposed public plaza is very exciting with the benefit of it being both beautiful and functional, with its hardscape areas being a place to accommodate festivals and art fairs, etc.

Mr. Trandel informed the Board that they would hear from architect Lucien Lagrange and whose pedigree included residential and commercial spaces and is unparalleled in that field. He stated that the Board would also hear from Dan Weinbach who is also a nationally recognized landscape architect. Mr. Trandel then stated that they started the project trying to create something which would be highly functional and that in the process, if they were to pay attention to detail, they would be able to create something which is really beautiful.

Mr. Trandel stated that to put those in perspective, he stated that it is very difficult for the average citizen who is not involved in real estate or design to conceptualize. He stated that they often talk about height, dimensions, width, etc. which he described as esoteric. Mr. Trandel then stated that when professionals look at a plan, they consider the site and context and that as the Board is familiar, it meant trying to find something which would both be respectful to the neighbors and which is also functional.

Mr. Trandel stated that they have a particularly large site and noted that to his knowledge, a site of this size has never been developed in Winnetka. He stated that with it, it creates some wonderful opportunities and that if you were to look at it on in a box or on a piece of paper, it would not thoroughly be understood and that you have to walk and envision the space.

Mr. Trandel stated that as it related to the design, they ended up with three distinct buildings and that while it is a planned development and special use permit because of the overall size of the project, as it related to the actual allowable density, they would be below those numbers which are allowed by right. He then stated that rather than pack in a bunch of units and density and square footage, they tried to create something that could be valuable but make up for what they do not pack in through architectural nuance and context and the types of materials they planned to use.

Mr. Trandel noted that this is a very expensive design and referred to the intricacies, the windows, the insets, etc. and that it would not be a "hit and run" development but that on the contrary, this would be a labor of love and that in order to do this right, they are attempting to create something special. He then stated that when talking about context and the size of the site, he informed the Board that to the south, there are 38 residences at 711 Oak which he indicated may be the most units in any particular development in Winnetka. Mr. Trandel also stated that their lot is half the size of this one.

Mr. Trandel then stated that overall, the lot measured 60,000 square feet and that it would have its own east building with its own architectural nuances, a west building which would have between 30 and 40 units and 20 units on the east building. He stated that in the middle, they planned to focus on creating open space with deference being given to the south neighbors. Mr. Trandel also stated that on the retail side on Elm, they tried to create something unique to pay respect to the history of Winnetka and also bring in different architectural styles through Winnetka. He indicated that you see Tudor, Gothic Revival and Beaux-Art styles and that they would embrace those themes in the design. Mr. Trandel stated that he would introduce Mr. Lagrange who is available to provide additional details. He also informed the Board that Mr. Lagrange created valuable and beautiful residences throughout the world and Chicago. Mr. Trandel stated that he has worked with him on the Waldorf Astoria, the JW Marriott renovation and 10 E. Delaware and that they have a history of working together. He then stated that all told, Mr. Lagrange has done 27 projects in Chicago which bear his design signature. Mr. Trandel informed the Board that they have assembled a team which is a credible backbone team of architects as well as world class engineers, traffic engineers, etc. to create something special.

Lucien Lagrange stated that starting from the beginning which he estimated to be 2½ years ago, he got a call from Mr. Trandel with regard to working on a project in Winnetka and that he said yes right away. He stated that they have all done high quality and successful projects and that he wanted want to work with him. Mr. Lagrange then referred the Board to an illustration and indicated that it is important to understand the context. He stated that there is a lot here and that it contained an old one which is one here and two stories. Mr. Lagrange then stated that the site is very underused and that it did not respond to Elm or the large site which measured over an acre in dimension which he described as substantial and the train station. He stated that it is a very important site that they want to bring back up and respond to the context.

Mr. Lagrange stated that the first context is Elm Street, which he described as a beautiful retail street, but which has one side missing. He stated that they are responding to the large open space which is how they started to think about it. Mr. Lagrange then stated that responding to the large open space, they wanted to have a large façade and a large open scale and that proportion was considered. He stated that they broke it down into several components and the major part of the building related to the Bennett plan which anticipated having a large structure right on the axis of the Village Hall. Mr. Lagrange stated that the Lincoln Avenue elevation has two wings flanking a central element, and that the Lincoln Avenue elevation turns the corner to Elm Street in a very

gentle way responding to the acute angle at the corner.

Mr. Lagrange then referred the Board to slides of artistic renderings which he indicated are very much in scale. He stated that they do computer drawings first which show the vision and intentions and that then they generate the renderings. Mr. Lagrange stated that they wanted to show something soft and referred to the roof, the difference in materials and the windows. He stated that they wanted something which says that this is a residential building and not an office or institutional building.

Mr. Lagrange stated that another thing which happened with the façade is the fact that Lincoln is very large and that it has parking on both sides and that above the train tracks, there is 20 feet. He indicated that they thought that was an opportunity to use that side for something else. Mr. Lagrange stated that as you turn, you have Elm which he identified in an illustration and which he stated has a different scale. He stated that at that point, they brought down the scale to respond to Elm with the use of a three story building. Mr. Lagrange stated that now, you would have a building with anchoring on both sides.

Mr. Lagrange then referred the Board to an existing illustration of Elm Street. He also referred the Board to an illustration of the north side of the street and the 25 or 26 foot height which he indicated gave them a clue as to what they should do on the south side of the street. Mr. Lagrange then stated that with regard to the massing, they subdivided the site which he described as very large and reiterated that it amounted to over an acre. He noted that they put a midrise building on Lincoln which would be facing the open space. Mr. Lagrange then stated that on the east side, they moved the building as far as they could on the site facing east and that in between that, they created a large open space, creating an open court facing south, where the residential drop-off and entry would be located, away from the main streets. He then stated that in connection with the east building, since there is quite a bit of terrain going down toward the east, which he estimated to drop 20 feet from Lincoln Avenue to Maple Street. Mr. Lagrange stated that the east building was stepped back, following the existing slope of the site by dropping 10 feet in height at both the 4th and 5th floors.

Mr. Lagrange went on to state that for the traffic for the drop-off, the loading dock and access for parking, they created a setback to create a driveway of approximately 24 feet wide and that all of the traffic will be off of the street. He then referred the Board to an illustration of the site plan with regard to traffic. Mr. Lagrange informed the Board that they reduced the amount of curb cuts on Elm Street from four to two, which he indicated would be sufficient for the traffic.

Mr. Lagrange then stated that for parking, he referred the Board to an entry which he identified from Lincoln. He stated that the amount of traffic on the street would be minimized and that he parking on Elm would be kept the same as it is today.

Mr. Lagrange referred the Board to the drawings which would show what the project would look

like in the end. He informed the Board that the base which is retail would be clad similar to that used on the Village Hall and limestone as shown in the illustration and the samples. Mr. Lagrange also stated that they planned to create an entry which is more formal to the residential spaces as the second entry.

Mr. Lagrange noted that they wanted the building to look very residential which started with the entry. He then referred to the windows and the different size fenestrations which would reflect that with smaller windows in the bedrooms and larger windows in the living rooms as well as balconies and railings in front of the windows which would result in a strong residential character.

Mr. Lagrange informed the Board that there would be a mansard roof on top. He stated that the base would be created so that the building sits down on the ground which he commented is very important. Mr. Lagrange also stated that in order to reinforce the building horizontally, he identified the retail space, the brick and that they would have the same fenestration for retail. He added that they planned to use a band of limestone again and that the building would be sectioned into four buildings. Mr. Lagrange reiterated that the roof would be a beautiful mansard roof.

Mr. Lagrange went on to state that with regard to the Elm Street elevation, the buildings would have a totally different scale. He referred the Board to an illustration and stated that it would terminate at the corner and that they have a round corner. Mr. Lagrange referred to the building setback and step back and the fact that they reduced the massing in this area. He also stated that on the fifth floor roof, they would make it a four story building and a roof and that in between, there would be five townhomes which they can mix together with Tudor architecture. Mr. Lagrange noted that they would keep retail on the ground floor and have townhomes for the two stories on top. He then informed the Board that they recreated Tudor on the street.

Mr. Lagrange then stated that with regard to public parking, he referred to the setback of the wall and that they would have a brick wall, landscaping and trees and that you would not be able to see parking at all. He also identified the entry with the only curb cut on this side.

Mr. Lagrange stated that with regard to the south elevation which is where the traffic would come, he identified the dock, entry and exit to parking and that it would be recessed 60 feet. Mr. Lagrange also identified the entry to the two buildings. He indicated that you can see the backside of the townhomes and that there is one story on top of retail and the entry to the townhomes.

Mr. Lagrange informed the Board that with regard to the east elevation, he referred the Board to a through section which showed parking and the landscaping. He noted that the five townhomes are shown separately as well as the retail shown at the base of the building. Mr. Lagrange stated that retail is necessary to bring life to the retail street. He also stated that they planned to copy what is on the north side.

Mr. Lagrange referred the Board to the townhome details on this façade. He indicated that there

would be a brick base and then some limestone and windows along with wood and a metal roof. Mr. Lagrange noted that the signage would be limited here for retail and that they want to control signage. He then identified another style of different architecture for the townhome and that the same concept would be carried. Mr. Lagrange also stated that the next townhome would have Tudor with different architecture.

Mr. Lagrange then identified the vehicle entry and main entry from Lincoln which he described as more formal. He noted that there would be two light fixtures flanking the entry and decoration on the doors. Mr. Lagrange also stated that the stone work will be subdivided by stone which would be approximately 18 inches high which he commented is a strong human scale and that every 2 feet, there would be a reveal. He indicated that this would create a very formal and richly detail entry. Mr. Lagrange noted that the base would be a grayish granite color and that it would be highly detailed. He then identified the entry for the motor court for the residential entry and the rear of the townhomes. Mr. Lagrange reiterated that they planned to create a plaza for the residents.

Mr. Lagrange referred the Board to the bay window detail on the east and west sides. He then stated that for retail, they want to use black storefronts and single glass so that there is no reflection. Mr. Lagrange indicated that it is important for retail with regard to how it is done. He stated that also, sometimes a retailer may want one or two doors or one or two bays and that the final configuration of entrances and storefronts is still flexible. Mr. Lagrange then stated that there would be a strong cornice and that for the west building, all of the amenities for the building would be for the tenants which include a swimming pool. He also stated that with regard to the brick and fenestration, the windows would represent a 40% opening with the wall being at 60% and which would be well insulated and very efficient. Mr. Lagrange added that they would all be double glazed glass and that all of the windows would be wood frame. He informed the Board that they are very concerned with regard to how to do it from the inside out and that it is very important with regard to what happens inside. Mr. Lagrange then stated that they divided it into four different bands of materials on each floor and that the windows would extend to approximately 20 inches from the floor in order to make it more vertical.

Mr. Lagrange went on to identify the main samples of the materials. He noted that there would be railings on the balconies which would be black. Mr. Lagrange reiterated that the windows would be wood and metal on the outside in order to protect the windows. He noted that the retail windows would be black windows. Mr. Lagrange also informed the Board that the retail windows would be very narrow metal and not heavy and would contain single glass. He then identified the limestone sample for the Board which he indicated is similar to the Village Hall. Mr. Lagrange also stated that in connection with the brick, they wanted something which would be warm and which is more orange than red. He then stated that with regard to the base, it would be a dark grey material which he identified for the Board. Mr. Lagrange stated that the landscape architect designed the gray stone to work well to go on the sidewalk and that the ground floor would be all stone. He reiterated that there would be a metal roof and identified the sample for the

Board. Mr. Lagrange added that they did not want something which is so uniform but with a pattern if possible.

Mr. Lagrange informed the Board that with regard to one important aspect, he referred the Board to the yellow line shown in the illustration and identified the plaza on Lincoln in the rendering. He stated that they are planning to have two levels for the underground garage for commuter and retail parking and that would allow for the plaza planting, paving for functions when closing off traffic and that the rest of the time it would be two-way traffic. Mr. Lagrange noted that it would be landscaped with trees for the plaza. He also stated that for antique car shows, book fairs, etc., they designed the space for that to happen which he described as friendly with trees and landscaping.

Mr. Lagrange then referred the Board to the plaza and drop at the edge of the train. He also identified the embankment at 24 feet going west and stated that they planned to use that space and put a wall and parking east of the wall. Mr. Lagrange noted that there would be a stairway and rail going from the plaza to parking and a pedestrian bridge to the train station. He also stated that there would be trees and planters. Mr. Lagrange then informed the Board that the parking wall would be facing west and that they are planning to do a highly detailed wall. He indicated that the plan is to have vines grow and vegetation at the base. Mr. Lagrange then stated that because of the geometry of the parking, there would have to be a cantilever of 5 feet to the property line of the railroad track. He informed the Board that the 25 feet in that area is to allow for visual site lines. Mr. Lagrange concluded by stating that there would be plantings on the top of the western at the edge of plaza.

Daniel Weinbach of Daniel Weinbach Partners introduced himself as the project's landscape architect with offices located in downtown Chicago. He informed the Board that he has worked with Mr. Trandel and Mr. Lagrange on two projects and that they have done quality work. Mr. Weinbach then stated that they have heard a lot about context already and that he would describe the site plan and site landscaping and hardscape in detail. He referred the Board to an illustration of a series of green roofs and referred to panels of carpet which would be green roofs. Mr. Weinbach then stated that the main element of the site development is the plaza area and identified Elm and at second level, the courtyard space which would be used as an amenity deck for the residential units facing it and commercial on the side. He added that on the first floor, there would be the main driving space and motor court drop-off for the residents.

Mr. Weinbach then identified the plaza on an illustration and stated that with regard to the paving, it would all be pavers. He indicated that there would be a series of different colored pavers in the street itself and that the pavers would be darker. Mr. Weinbach stated that he has samples for the Board's review and identified them being grayish in color and that there would be a very warm color for the street panels. He then stated that the central plaza will be a browner or reddish brown color. Mr. Weinbach stated that with regard to the street trees against the building, he stated that they planned to use hybrid oak trees which are called Regal Prince Oak. Mr. Weinbach stated

that for the main landscape element, he referred to two shade trees which would emerge from a granular material and compacted stone. He then stated that underneath, there would be six trunks coming up from the paving which would allow for the maximum use of the entire space during normal times or during festivals where all of the space would be useful.

Mr. Weinbach went on to state that along the edges, there would be a planter on the inside edge with boxwood and lilac along with other plant materials which he identified for the Board. He stated that the idea is for the area to be a plaza during the day and that it appears to be a street with two gardens on either side and that the festivals would be filled with activity.

Mr. Weinbach then identified the specific materials which would be used in the plaza. He stated that there would be a grayish paver used in the street in a pattern which he identified for the Board. Mr. Weinbach then stated that the central panel would be more brownish-reddish and that it would be the same paver. He also stated that along the building and in the pedestrian areas, it would be a lighter gray used directly against the limestone, crosswalks and surrounding the trees on the west side of the street. Mr. Weinbach then referred the Board to images of specific pavers in an illustration.

Mr. Weinbach stated that at the entrance of the building, there would be granite stone cut and which would extend into the sidewalk and represent the entrance to the building. He also stated that in connection with the granular material, the trees would come through it. Mr. Weinbach described it as a technique used in Europe, the Washington Mall, etc. He then referred the Board to samples of the granular material and the granite.

Mr. Weinbach stated that up a level, he identified the amenity deck and the courtyard space. He also stated that the residential units would be going around on the two sides and that there would be commercial on one side. Mr. Weinbach informed the Board that they planned to do a border of evergreen shrubs with lights embedded. He also stated that they would separate the space from the residential units themselves and that it would be intended for use by the residents. Mr. Weinbach described it as a simple structure and that there would be a couple panels of grass and in the center and an open fire pit. He then stated that at the end, there would be an outdoor kitchen and grills and table and space for outdoor dining. Mr. Weinbach referred the Board to the blocks which are indentations of the alcove spaces for groupings of three, four or six family members to gather there. He added that there would be benches as well. Mr. Weinbach then stated that there would be magnolia trees, ground cover periwinkle and other minor landscaping and perennial flowers.

Mr. Weinbach went on to identify the round entrance to the motor court. He informed the Board that there would be brownish pavers which would reappear in this spot. Mr. Weinbach then stated that the actual drive-around surface for the drop-off to the residences would be at this point. He described it as a fairly active area and stated that in the center, there would be a water feature and

surrounding that would be boxwood with annual flowers. Mr. Weinbach then referred the Board to the fire pit in an illustration which he described as an elegant and simple table-like structure which would become the center focus of the courtyard. He also stated that the fountain in the motor court would be similar to that shown in the illustration and that it would be tiered or layered. Mr. Weinbach referred to the surrounding planting and stated that in the winter, he described it as a strong object which would remain visible.

Mr. Weinbach then stated that with regard to the planting palette, he identified the use of Honey Locust, Regal Prince Oak at 30 feet and Triumph Elms among other landscaping material. He stated that on Elm Street, they planned to replace the existing elms in the same position if they are damaged by construction and that they would be replaced with like trees. Mr. Weinbach stated that they planned to use Japanese Tree Lilacs for the plaza and Saucer Magnolia and spring display flowers. He also stated that there would be a boxwood hedge around the fountain and plaza and that yews would occur in the courtyard space with the amenity deck. Mr. Weinbach stated that they planned to use Gro-low Sumac near the ramp to the garage and periwinkle and a sedum blend on the roof. He indicated they can have a good variety of texture and color interest. He added that there would also be a series of perennial flowers with a shade tolerant mix in the courtyard space which he identified for the Board.

Mr. Weinbach stated that with regard to the landscaping lighting plan, he referred to the suggestion of a strong lighting plan to define the area. He then stated that currently, Lincoln and Elm are lit with very tall industrial looking light fixtures and that there are very few with two on each side of the street. Mr. Weinbach described them as invisible during the day. He informed the Board that they are proposing the use of a series of yellow colored fixtures and a gooseneck figure bell shape LED which would have strictly down light. Mr. Weinbach commented that it has character and that it would go with the classic and contemporary look of the project. He then stated that the other fixtures would be double sided lights and that there would be lighting for the planting areas and the street. Mr. Weinbach stated that with regard to the driveway to the building on the south side, there would be lights directly off of the building. He indicated that it would be a very simple wall light along the wall lining the plaza which would provide definition to the edge of the plaza. Mr. Weinbach added that in connection with the motor court, he stated that the blue color which he identified as small 21 inch bollard lights and stated that they planned to embed them into the plant beds as much as possible. He also stated that on the outside, they will be single sided and that those in the center of the space would have a 360 degree light. Mr. Weinbach then referred to the photometrics of the light fixtures and informed the Board that they would be projecting a uniform distribution of light of 1 to 2 foot candles.

Mr. Trandel then stated that they are hopeful that from Mr. Lagrange's and Mr. Weinbach's descriptions, they were able to get a sense of what the quality and type of material would be as well as a sense of the space they are going after. He indicated that it would be very inviting, safe and that it would create a magnet to attract activity and pedestrians which is what the retailers want and

that active areas tended to be safer. Mr. Trandel concluded by stating that they have not skimped on material cost and that it is important to note that if it is done right, the project can be the focal point of the Village and be something special. He then asked the Board if they had any questions.

Chairman Dearborn thanked the applicant for their presentation and also asked the Board if they had any questions.

Mr. Konstant asked with regard to the trees in the parkway and courtyard, would they be planted at grade or would they have them in planters.

Mr. Weinbach responded that those would be planted in the soil below grade. He informed the Board that there would be a layer between the street and the ceiling of the parking garage in which it would be sunk into. Mr. Weinbach also stated that they would plant in a wide bed of soil.

Mr. Konstant stated that the illustration is showing a 10 foot floor and asked if they did not need 4 to 5 feet to grow trees.

Mr. Weinbach stated that they will get the right amount of soil and that they want to be able to use the entire space.

Mr. Konstant stated that the guidelines that the Village established are for things like pavers and asked the applicant if they have not looked at it at all. He also referred to the lighting.

Mr. Weinbach confirmed that it was looked at. He then stated that a typical sidewalk is a combination of concrete and pavers on the edge. Mr. Weinbach stated that they are proposing pavers because of their higher quality. He then stated that the same would be done with the street which would not normally contain pavers since it would represent a dual function. Mr. Weinbach added that since it is a planned development, they are not strictly conforming to the guidelines.

Mr. Konstant questioned north versus south lighting on Elm.

Mr. Weinbach stated that they would love to have lights on both sides of the street.

Mr. Trandel stated that they should match.

Chairman Dearborn asked if that is that part of the proposal to match the north and south lighting.

Mr. Trandel stated that in the scheme of the cost of the project, they did not want to presume and if that is the intent, they would be happy.

Mr. Konstant then stated that with regard to LED lighting, he described it as a new thing which has

come a long way. He stated that he had read negative effects in connection with LED lighting and that they are being removed from villages. Mr. Konstant asked the applicant if they were aware of that. He referred to the fact that the light wave such causes a reaction which makes it difficult to sleep when exposed to it.

Mr. Weinbach indicated that he was not aware of that and that all manufacturers are using LED lighting.

Mr. Konstant commented that it is a very handsome building. He stated that the problem is with the relationship to the rest of the Village. Mr. Konstant then stated that with regard to scale of the building at the street, 14 feet is the typical ceiling height at the first floor in town. He stated that while it seemed like a very handsome building being incorporated into Winnetka, he commented that he liked the overall feel and wondered if the guidelines were looked at by the architects when working on the building.

Mr. Trandel stated that with respect to the height and scale of the first floor, the height is driven more by what they feel it would take to attract top shelf retailers. He stated that the building would have 35,000 square feet of retail. Mr. Trandel then described most of the retail in Winnetka as very dated, not conducive and very challenging in that it is chopped up into small spaces.

Mr. Konstant indicated that it looks like the right proportions when comparing first floor to the rest of the building, but stated that he has concern regarding the relationship to the surrounding streetscape and adjacent buildings.

Mr. Trandel informed the Board that the floor to ceiling height on the first floor would be 17 feet floor to floor and that they need 4 feet for heating and air conditioning. He also stated that restaurants, and many retailers, would want high ceilings. Mr. Trandel then referred the Board to an illustration of the street and stated that a good comparable at one point to the street level is approximately 13 feet. He also stated that the window heights across the street may be 10 feet and that these would be 13 feet.

Chairman Dearborn referred to the context of the commercial space on Elm Street, and asked for clarification of the height of the proposed buildings relative to what exists across the street to the north.

Mr. Trandel responded that building heights vary across the street, primarily a mix of three-story and two-story buildings, as well as Mirani's at one-story. He also stated that because they are individual buildings, there are not consistent window lines. Mr. Trandel stated that some of the buildings across the street are good and some of them are not, relative to meeting modern tenant demands. He added that with respect to the first floor height issue, it is difficult to create something new which is viable, while matching existing building scale of buildings which are

much older.

Mr. Konstant stated that for the building being tall at the base that it sat at, he commented that it seemed appropriate relative to what's going on above, clarifying that the concern is relative to the existing context such as across the street.

Mr. Trandel stated that when comparing the height of new to existing, some of the buildings on the north side will be there in 50 years and some will not.

Chairman Dearborn asked for clarification regarding the larger, eastern-most building, and it's location relative to what's across the street.

Mr. Trandel noted that Arbor Vitae goes right into it, and is located where the former Baird & Warner office is located now. The design of the building is unique in that the proposed two setback areas are of a different material from the main building. Mr. Trandel informed the Board that it was intended to look like its own building and setback. He described the eastern building's location relative to the main building at Elm and Lincoln, noting that there is a large expanse between with three townhome units stepped back at the upper floor. Mr. Trandel stated that there is a sharp slope along the site as you go west, and that there is the Village Parking lot between the building and Hadley School to the east, then four homes on Maple Street, and the Village Green.

Mr. Trandel stated that they have attempted to address the interests of Arbor Vitae residents, noting that when you come down Arbor Vitae currently you are looking at a lot of nothing. He stated that they planned to create some architectural and landscape elements which would be beneficial for them. Mr. Trandel also stated that they are working on how to do loading so as to not be overly commercial in terms of noise.

Chairman Dearborn commented that the grade line seemed a little odd.

Mr. Trandel stated that the street comes down going east, and that there is a very large slope, maybe 12 feet, going down from the corner of the building at Elm and Lincoln to the east edge of the Village Green.

Chairman Dearborn asked for clarification on the height of the proposed east and west buildings.

Mr. Lagrange informed the Board that the slope from the west corner of the building to the east corner is 4½ feet, and explained that the east building is 62 feet high.

Mr. Trandel informed the portion of the west building has a five story height that measures only 9,000 square feet in area, and is a small portion of the overall building area, approximately 17%. He noted that they tried to push the masses out to the edge both to create open space and to not be

monolithic, compared to stacking 45 feet and looking like a box.

Mr. Trandel also stated that they would create a lot of public benefit and long term solutions to retail parking. He referred to the sense that setback shown for the east building is an important architectural element as it eases the grade, especially for the vantage point from Village Green, as opposed to having 45 feet up which would be by right.

Mr. Trandel stated that on the west side near the railroad is the appropriate place to have the height near the center of the Village. Mr. Trandel then identified the tallest spot on the west building as the architectural element which is the penthouse at six stories, occupying 3,000 square feet. He also stated that they wanted to create movement in terms of height.

Mr. Lagrange stated that they needed the penthouse to break the mass into different parts, and to serve as the axis on the building.

Mr. Trandel then stated that there is 6 acres between Village Hall and the development site, and noted that the increased height at the center of the west building not unlike Village Hall.

Chairman Dearborn asked if the height for the eastern most portion is the same as the westernmost portion and if it is taller because of the slope.

Mr. Trandel confirmed that is correct and stated that it is similar to the Mews which has a similar condition where it is higher when viewed from the west.

Chairman Dearborn then stated that with regard to the pedestrian walkways, in the context of Winnetka, he referred to walking down the street on a sidewalk next to a building that size relative to a building being 25 feet in height across the street. He stated that it is one thing to do it in Chicago and questioned whether it would be imposing.

Mr. Lagrange stated that as you walk on the street, you are aware of what is happening at the street level, and that the detail at the base catches your eye, and that you hardly see above the third and fourth floors. He stated that he has done a 60-story building, and what you see at the sidewalk is the ground floor. Mr. Lagrange added what is across the street and the dimension to between buildings is also important in establishing scale; if there is good retail and good streetscape, that is what you would see.

Mr. Trandel informed the Board that in connection with the lighting on the cornice, it would be framing where you would be walking. He also stated that with regard to the landscaping and lighting, he described lighting as a very important piece which would make it inviting.

Chairman Dearborn asked if there were any other questions.

Ms. Stanley stated that she is curious with regard to the resulting width of what Lincoln Avenue would be. She clarified that she is questioning not the plaza portion, but the entry and exit portion.

Mr. Trandel responded that the Elm Street right of way is that of a typical street at 65 feet and that currently, Lincoln Avenue is 93 feet. He noted that the Village also owns the land that is the bank leading down to the bike path and that the bike path is on Metra property. Mr. Trandel stated that the below grade parking garage would be approximately 20 feet away from the Green Bay trail.

Mr. Trandel stated that from a traffic perspective, it is very awkward now and that no one stops at Lincoln and Elm. Mr. Trandel stated that the reason is that they do not have a hard corner. He also stated that in connection with the existing building which he identified for the Board, he described it currently as asymmetrical, stating that they would be bringing the new building out toward the west to line up with the building line established on Lincoln Avenue north of Elm Street.

Mr. Trandel informed the Board that the result is that they are moving Lincoln Avenue 22 feet to the west. He stated that the net difference is that the right of way would still be very wide at 80 feet which stated that it would be 13 feet less wide than it is now.

Ms. Stanley asked for clarification on the entrance to the below-grade parking.

Mr. Trandel explained that drivers could access the garage from coming either from Elm Street or Oak Street; drivers coming from Elm Street would come up Lincoln Avenue and turn right, and that drivers coming from Oak Street would be able to come up Lincoln Avenue and then turn left into the entrance.

Ms. Stanley then asked with regard to corner near Phototronics, how wide is that section.

Mr. Trandel responded that it is 80 feet.

Mr. Konstant clarified that the question is regarding the width curb to curb, and whether there would be two-way traffic.

Mr. Trandel confirmed that there would be two-way traffic. He then identified the sidewalk which would be the same size street as Elm and the walkway.

Mr. Lagrange informed the Board that from curb to curb, it would be 24 feet and that there would be two-way traffic. He also stated that there would be parking along the sidewalk area.

Ms. Stanley asked if there would be 7 parking spots on the plaza.

Mr. Lagrange responded that there would be some in front of retail which amounted to 7 spaces which he described as the minimum amount.

Mr. Trandel added that it would be parallel parking on the east side of Lincoln Avenue.

Mr. Konstant asked if there would be parking on the west side of Lincoln Avenue.

Mr. Trandel stated that there would be 7 short- term spaces on Lincoln Avenue, but that they would be adding 60 spaces to the Village-owned lot on the east end of the site for short-term use, doubling the size of that lot.

Mr. Trandel stated that there would now be 188 parking spaces underground. He stated that commuter and employee parking are currently located in a number of different zones, including the Community House lot, as well as on-street parking on Lincoln Avenue and Green Bay Road. Mr. Trandel stated that they are attempting to ease the congestion at peak hours, and that retailers currently suffer due to the need for commuter parking. He then stated that with 188 parking spaces in the garage, it is their hope that it would be filled with permit parking, freeing up other more desirable street parking for retailers. He also stated that the lack of parking downtown rippled out to Indian Hill and Hubbard Woods and that clearing up the congestion here would result in better traffic in Hubbard Woods and Indian Hill.

Mr. Konstant asked what the zoning requirements are for parking for the building.

Mr. Trandel responded that there is one parking requirement for the retail and one for the residential; he stated that they are proposing 123 residential parking spaces beneath the building, which would serve a planned 70 dwelling units, explaining that the number of dwelling units could be less. Mr. Trandel indicated that they would be providing a few extra parking spots than are required under code.

Mr. Trandel stated that commercial parking is also required for the proposed 35,000 square feet of retail, which they are proposing to provide through expansion of the existing Village parking lot to the east, which would be expanded by building a scissored garage which would be half below grade and half above grade. Mr. Trandel stated that 35,000 square feet of retail and 7,000 square feet of second floor office require a certain amount of parking and that they are adding more than that. He stated that in the aggregate, there may end up being extra parking, referring to developments in areas such as on the Gold Coast as being over parked. He then stated that if that is the case here, they would open it up to employees for the retail tenants.

Mr. Trandel confirmed that they are adequate on the amount of parking and that reiterated 123

parking spaces would be for the residents only with 63 parking spaces for retail. He stated that the benefit of that would be to attract the type of restaurants which they are in discussions with, the commuters would be gone by 6:00 or 7:00 p.m. and that on the weekends, it would be empty, allowing for use of commuter parking by restaurant patrons or for special events such as festivals, the Fourth of July, or parades.

Ms. Stanley stated that with regard to the parking garage, when you come through the door, she asked if you would have to cross the Green Bay trail to get to the train tracks.

Mr. Trandel confirmed that is correct and that with regard to the 5 feet for the overhang of the plaza, you would walk 15 to 20 feet before you get to the Green Bay trail. He indicated that it can be managed. Mr. Trandel stated that it would be a concern if the building went right up to the bike trail but explained that there would be 20 feet.

Ms. Stanley also asked if there would be two elevators.

Mr. Trandel confirmed that nothing changes with the station itself, explaining that the two elevators serving each platform of the Metra station would be unaffected. He stated that the below-grade garage would extend 22 feet from the eastern edge of the pedestrian bridge, and would be served by an elevator and stairs from street level to the two levels of parking below.

Mr. Trandel stated that lowering the tracks was a major improvement for the Village but referred to the unintended consequences of lowering tracks being the gulf between east and west Elm. He stated that the project would bring the two sides together, describing it as a neat solution to both the separation between the districts and the parking shortage. He then stated that Winnetka is unlike Lake Forest which has the benefit of an unlimited amount of land by the railroad tracks and the fact that there is nowhere to go here but up, or in this case down.

Mr. Konstant described it as a good solution and that having the parking hidden is a very good solution. He referred to traffic and parking above ground which may be an issue and that there have been people who have obviously studied that.

Mr. Trandel agreed that they have spent a lot time on traffic being studied. He stated that they have to think about when it is being used and that people do not all leave at the same time and that they are sensitive to that. Mr. Trandel also stated that an important detail with regard to parking is that it would be an open area with natural light and that it would have green vines facing west and eliminate the feeling like you are in an underground garage.

Mr. Konstant then referred to the portion which appeared to be cantilevered.

Mr. Trandel identified the correct illustration and confirmed that it is cantilevered and that it would

provide shelter and give texture. He stated that are a lot of interesting opportunities and that all of the landscape to the ground is to get garden clubs, etc. and that it can be energized with bike rentals. Mr. Trandel stated that it would create activity with riding bikes and that in the middle of town, it would be a nice place to energize.

Chairman Dearborn stated that in the context of pavers and the building, a comment was made that in connection with the brick, they wanted to have it be warmer versus the use of red. He commented that the building is commendable as is in terms of detail, but that it would be very different than the surrounding buildings, even with the use of Tudor and other elements. Chairman Dearborn also stated that the use of orange and the other colors would make it more different. He questioned how they came to the decision that it would fit in with the neighboring commercial buildings in the area. Chairman Dearborn also stated that it would make it an island building in itself with so many different elements and asked how it would fit in with the community which is part of the design guidelines.

Mr. Trandel responded that it would be a place to live. He stated that the idea is to look at the materials as warm and inviting. Mr. Trandel noted that a majority of the homes built in the area over the last 20 years are classical in form. He indicated that while across the street, it may be stucco, he described it as hard to create a sense of residential appearance and draw and referred to the difference of the homes versus the apartments across the street which he described as night and day. Mr. Trandel also stated that while context is important, he referred to raising the bar and creating something which did not exist right now.

Chairman Dearborn noted that one of the differences is there is no Design Review Board for residential, and that some new homes are contextual and some are not. Chairman Dearborn stated that as you look at the design guidelines and put it in context of the neighboring buildings, even though it is commendable in many ways, it is also different in so many ways.

Mr. Trandel noted that the 711 Oak as built in the 1970's and asked do they want a building which looked like that now. He then stated that the biggest influence on the proposed building is Village Hall, and that it would be very complementary to that style. Mr. Trandel stated that with regard to influential structures, they also considered the building at 735 Elm Street which was renovated recently. He stated that they looked at the Community House which he commented is awesome and unique. Mr. Trandel then stated that they are attempting to create their own personality and be respectful and added that there is not a ton to play off of in that part of town.

Chairman Dearborn stated that with regard to the coloring, he asked if this is what Mr. Lagrange thought would fit the best in terms of context and the neighborhood.

Mr. Lagrange stated that it is a more complex answer. He informed the Board that they spent a lot of time thinking about it and responding to the context of Winnetka. Mr. Lagrange then stated that Winnetka as a Village is very eclectic and has architecture with many different bricks. He referred to a building on Oak Street which he described as a beautiful building which is very similar to this one. Mr. Lagrange stated that it contained some of the elements that do exist in Winnetka and added that with regard to limestone, there is no question, there is a lot of use of limestone, noting that the Village Hall has limestone.

Mr. Lagrange then stated that the Tudor building on Elm has strong roof, and that they have that here. He indicated that they would bring the same elements, in an eclectic way.

Mr. Konstant asked for clarification on the roof material.

Mr. Trandel clarified that the roof is a metal finished to appear like copper with a patina.

Mr. Lagrange also stated that in connection with the brick, it would have a very modern line and referred to the building on Oak which they looked carefully at in terms of the brick for this building. He agreed that they are different.

Ms. Stanley stated that the problem is that the Board is charged to look at what is consistent with the design guidelines and that she is struggling with the applicant's claim to be different.

Mr. Trandel stated that there are three areas, and that it is hard to generalize because the size of the site is so big. He indicated that there are a number of French provincial styles all over. Mr. Trandel then stated that with regard to Elm Street elevation, they tried to capture various styles. He also stated that with regard to the residences themselves, he noted that the east building would be half the size of 711 Oak and that the west building would be smaller than 711 Oak. Mr. Trandel then stated that both the west and east portions are unique themselves. He also stated that when you have such a large area, you did not want too much of a hodge podge. Mr. Trandel added that the area where they wanted to create interest is Elm since it contained the human element. He reiterated that it is a challenge and that they did not want it to be monolithic.

Mr. Konstant stated that there are guidelines and that this building would be a very strong piece of architecture. He also stated that it would be a lot larger in terms of space and form and that they respect that. Mr. Konstant stated that it is a very big structure and that to him, it would not be a complementary structure. He then stated that if things are done well standing alone, he referred to the context of the design guidelines and that it would be hard to say it works in the community, which he stated is the biggest problem for him. Mr. Konstant added that with regard to the

articulation of Elm, they do not want a Disney-like downtown. He then stated that although there are a lot of good things about the proposal, he would have a hard time supporting it.

Mr. Trandel reiterated that it is a challenge. He stated that if they did what was easy which is to do what would be allowed by right, no one would like that either and commented that what it would look like would be awful. He also stated that it would have to economically viable and that there are a lot of things that they are trying to solve for, while trying to keep the scale appropriate.

Ms. Stanley stated that she agreed with Mr. Konstant's comments. She indicated that it would help her to have the elevations of the buildings next to it and the heights of the buildings across the street on Elm as well as for 711 Oak which is 43 or 45 feet. Ms. Stanley stated that she would like to look at it in comparison along with the storefronts which she indicated would be helpful.

Mr. Trandel responded that they could do that as it relates to the storefronts and stated that they have the design guidelines and referred to the size of the glass relatively and the 60% rule which is what the market desires.

Ms. Stanley stated that the design guidelines say for the second story to be 20% less than the first story. She then stated that if the first story is 17 feet, then the second story should be 14 and that the ratio is different in the proposal.

Jeffrey Burt stated that the design guidelines dictate the idea is for a 20% reduction from the first floor to the second floor. He then stated that what would be roughly 14 feet would not be conducive to residential or office space.

Ms. Stanley suggested that maybe 17 feet is the problem and that the heights in the design guidelines say 14 feet.

Mr. Konstant stated that they are saying cannot do the building at 14 feet.

Mr. Trandel confirmed that is correct and stated that it has to be designed to be commercially appropriate to the end users. He informed the Board that for a new restaurant, 10-foot finished ceilings are not going to happen, in that no high end restaurant will consider it. Mr. Trandel referred to the design as to what good retailers want also. He also stated that while they respect the design guidelines, it should not be held to too rigidly.

Ms. Kelly stated that with regard to her comments, she agreed with the comments that it no doubt would be beautiful building and referred to the care and detail in connection with the plaza and parking. She stated that the problem is that they are a Village and not a city. Ms. Kelly then stated that the scale of the building would be overwhelming for the type and size of a community they are. She stated that if it was in Evanston or another larger community, it would be perfectly

appropriate and that, but this Village has a totally different scale. Ms. Kelly also stated that is not to suggest that over time the Village won't see any new buildings, but that the height proposed is of a completely different place.

Mr. Trandel referred to the fact that height of 72 feet would occupy 3,000 square feet of a 6 acre site.

Ms. Kelly stated that the buildings across Elm Street are 24 feet.

Mr. Trandel noted that the buildings on Elm are not all the same, and that there are three story buildings on Elm. He then commented that beauty is in the eye of the beholder and that they respect the opinion of the Board. Mr. Trandel went on to state that they tried to create something from the massing side which would be interesting. He then stated that if they were to go back to the alternative which is by right 45 feet, it would be another 711 Oak.

Ms. Kelly stated that it didn't need to be 40 feet, but it didn't need to be 70 either.

Mr. Trandel noted that the building would not be 70 feet all the way through.

Mr. Trandel stated that they ultimately must get something that can get Village approvals, and which can get financed and built. He noted that the current proposal is not the first iteration submitted, explaining that it has gone through several revisions as requested. Mr. Trandel stated that they could have went with something bigger and felt that economically, the proposal would relieve more of the burden on the building. He informed the Board that they have responded to a lot of commentary to shrink and reduce the building while also attempting to provide improvements to Village assets which the Village would continue to own. Mr. Trandel added that it would not be a wildly profitable venture and that it is highly risky and extremely expensive.

Chairman Dearborn referred to all of the commentary which was made in the context of the design. He stated that the others boards and the Village Council are to deal with other issues in a different context. Chairman Dearborn then stated that what he is hearing that while they like the feel and design, they are to look at the location relative to other properties which is where the rub is. He then stated that at other meetings, the Board will be looking at light fixtures, signage and detail elements. Chairman Dearborn stated that the presentation is scratching the big surface here. He then asked if there were any other comments from the Board. No additional comments were made by the Board at this time. Chairman Dearborn stated that they would now open the meeting to public comment and asked that the comments be brief and kept under five minutes.

Don Falloon informed the Board that he is a 30 year resident. He described the proposal as extraordinary and commended Mr. Trandel in considering taking a risk in the face of the waves of vacancy and the long term vacancy in this location. Mr. Falloon then stated that in order to make

the proposal viable, the design has extraordinary detail and is thoughtful. He described it as a complex situation and that there have been thoughtful and appropriate solutions. Mr. Falloon also stated that he would like to commend Mr. Trandel for commissioning Mr. Lagrange.

Mr. Falloon also stated that it is a neighborhood issue. He then stated that in the 1970's, in Chicago, there have been a couple of premier buildings. Mr. Falloon stated that in the last 40 years, they are all the ones which have enhanced the neighborhood and created the highest values for communities and that 90% or more of those prestigious buildings were designed by Mr. Lagrange. He indicated that Mr. Lagrange would bring the same level of attention here and described it as a tremendous credit to the community and the enhancement of the values of everything around it. Mr. Falloon concluded by stating that it is a great project.

Richard Sobel informed the Board that his father designed the Fell store on the site and thanked the Board for the opportunity to speak. He went on to state that the Fell building is an award winning building and that it has a very distinctive design. Mr. Sobel referred to the letter received from Landmarks Illinois and the AIA with regard to the architecture and nature of the building.

Mr. Sobel stated that the building is called the iconic Fell store and that in terms of the Fell future, it looked at the future of the building and the site. He noted that his father was a futurist looking a century ahead. Mr. Sobel also stated that the building was designed in terms of architecture and engineering and that his uncle Burt Sobel did a future plan for the building which was to build residences above the commercial units.

Mr. Sobel informed the Board that he has spoken at other meetings and that he would like to encourage the Board to create a dialog with the developer, the Board and the Village staff to incorporate a design to accomplish the goals which are more characteristic of the building. He indicated that it would be a terrible disruption to the Village and very expensive to tear it down. Mr. Sobel also stated that developments can be accomplished within zoning requirements and the guidelines of this Board.

Mr. Sobel then referred to the public sentiment with regard to the current design and stated that while people felt that it is attractive, he stated that the question is its context. He noted that most of the comments are negative with regard to the current design and that he proposed to move toward the community design guidelines which look to the future and past in a win-win situation. Mr. Sobel informed the Board that a written letter was given to the Board and to the ZBA.

Mr. Sobel also stated that in terms of the context, the Fell store faces the Village Hall and described them both as different ways of making a classic statement of architecture. He noted that the Fell store is located slightly askew of Lincoln but that it faced the Village Hall. Mr. Sobel then read the Athenian Oath which stated that they are to make the Village more beautiful than the way they found it. He reiterated that his father had an idea to build to the future and encouraged the Board

to create that dialog to have something wonderful.

Chairman Dearborn asked Mr. Sobel if he has asked to meet with the developer.

Mr. Sobel confirmed that he has asked for such a meeting and stated that if the Board encouraged it, it would have more meaning.

Chairman Dearborn asked if there were any other comments.

Peter Milbratz stated that he would speak to the Board with regard to the drawings done by Walter Sobel in the 1960's shown on the slide presentation. He indicated that it is important to note that they are not necessarily proposing an architectural solution, but are merely showing an alternative as to how the building could be massed to continue to incorporate the Fell building with two additional floors as shown on the sketch. Mr. Milbratz identified the Fell building on the right side of the illustration and stated that the drawings planned for two floors of residential space setback from the street. He also stated that it would be a three story building that would be the same height as the building on Oak. Mr. Milbratz also stated that access would not be changed. He then informed the Board that the rest of how the original proposal would be reconfigured to fit the site with the Fell building on the bottom is shown on the illustration. Mr. Milbratz reiterated that while he is not trying to propose an architectural style, he wanted to show alternatives as to how it could be done.

Mr. Milbratz went on to identify a photograph of the Fell building and referred to the white element bulkhead wall in front of the patio area for the two additional floors. He stated that in the next illustration, it showed other significant buildings which are similar in style to the Fell building. Mr. Milbratz then indicated that there could be approximately 70 residential units if it worked out that way. He also referred the Board to the layouts of the residential floors in the floor plans to show how the floors could be designed preliminarily.

Mr. Milbratz reiterated that the building anticipated a project like this and referred to the layout of different apartments by Walter and Abe Fell. He then identified an illustration of the front elevation which he stated that can be made out by the heavy white line with sliding doors open to the patio area and a strip of windows on the top floor. Mr. Milbratz informed the Board that it was laid out in the site plan in five phases of development over the existing buildings on Elm and with a plaza area in the middle similar to the applicant's plan. He then identified underground parking and a raised plaza in the middle.

Chairman Dearborn agreed that they all have some have affection for the Fell building. He then stated to make it clear, they are not the designers of the property and that the Board would encourage conversation like any other conversation. Chairman Dearborn then stated that the proposal would be as the applicant presented.

Mr. Milbratz concluded by stating that his home has a design which was unique to Winnetka.

Chairman Dearborn asked if there were any other comments.

Penny Lanphier, 250 Birch, informed the Board that she did not hear an answer to the question with regard to the area along Elm if the corner line is to start at the corner of Lincoln and Elm. She then stated that as it heads east, the street slopes and referred to the corner line at the easternmost corner of Elm.

Mr. Trandel responded that the angle is approximately 3 feet and that it goes down significantly. He noted that the cornice line would be at 13 feet and 16 feet at the other end.

Ms. Lanphier also asked what would be the width of the sidewalk on Lincoln along the front of the building on the west side and that it is not clear what would be the width of that.

Mr. Trandel responded 14½ feet including the trees.

Mr. Weinbach confirmed that there would be a clear width of 9 feet.

Ms. Lanphier then stated that she is curious with regard to the deletion of on-street diagonal parking. She stated that the design guidelines include maintaining on-street parking. Ms. Lanphier also stated that she understood that parking would be provided to the east side and underneath the development. She then referred to the diagonal parking spaces which serve the corner of Elm and Lincoln and also on the north side of Lincoln for businesses. Ms. Lanphier noted that there would be an impact on the commercial district by removing on-street parking.

Ms. Lanphier also stated that relative to the railroad cut, she commented that the garage being located underneath is an interesting idea. She questioned what it would look like in the winter when the green is gone and that it would be leafless six months out of the year. Ms. Lanphier then referred to the discussion with regard to street width. She stated that she did not know what the standard lane is in the East Elm commercial district and that 24 feet made it appear narrower than others in the area.

Mr. Trandel confirmed that it is now 22 feet and that it would be 24 feet which is wider.

Mr. Burt informed the Board that the drive lanes are 11 feet wide with angled parking.

Mr. Trandel confirmed that it would be 2 feet wider than what is there.

Mr. Burt added that north of Lincoln, it is 22 feet as well.

Ms. Lanphier stated that she would then like to comment with regard to context and stated that in connection with the massing of the building, she appreciated how it was broken up and stated that with regard to the massing on the east directly adjacent to the residential area, the east tower would be right at the edge of the plateau on Elm. She noted that the context is particularly out of sync because of where it sits on the site. Ms. Lanphier indicated that she understood that planned development gave flexibility, but that if there is more massing toward the center of the site, it would have less of an impact. She then stated that from the standpoint of the context of the adjacent residential area, it represented a big mass. Ms. Lanphier asked if the planned development would still have to go all three boards.

Mr. Norkus confirmed that is correct.

Chairman Dearborn asked if there were any other comments.

Joseph Cacciatore, 850 Hill, informed the Board that he has not met the developer but commented that they must be brilliant to have hired Mr. Lagrange. He stated that if they want to predict what will happen to the future of the neighborhood, they should look at what Mr. Lagrange has done in the past and in connection with neighborhood values. Mr. Cacciatore then stated that he did not know what committees were in place when the Eiffel Tower was built or the sculpture in front of the Daley center and described Mr. Lagrange as an unbelievable artist.

Paul Beitler informed the Board that he has been a resident for 35 years as a commercial developer and that he has been in front of boards often. He then stated that it is a very tough place that they are in. He stated that the applicant was handed the guidelines and that he never anticipated this kind of development and that there is a struggle with it rightfully so.

Mr. Beitler then stated that in the absence of more of a definition in dealing with an area outside of the box, that is why planned development was established so that development could be provided with differences. He referred to Henry Ford in 1922 who decided to paint the Model T Ford black and that it lasted five years. Mr. Beitler then stated that in terms of popular demand, people wanted a different color. He stated that as of today, he has not seen Winnetka change much in 35 years and referred to the other pressures they are facing today such as competition. Mr. Beitler also stated that has seen communities which are very vibrant and less vibrant.

Mr. Beitler stated that the fact is that Winnetka is popular and that people want to live here. He also stated that he would like to live in the Village but that he cannot and sold his home and downsized to be closer to his children. Mr. Beitler stated that a development like this would give those in his age group the opportunity to downsize and be in the community and be an active part of the community without forcing them to go to Northfield, Northbrook and Evanston. He indicated that a lot of people are moving to Evanston since it is the only option.

Mr. Beitler went on to state that while the development may be out of character and out of step with the existing community, it also contained architecture that they are not used to seeing. He stated that at the end of the day, it would be wonderful have something which goes where the path would not normally lead but that would be a trail for others to follow. Mr. Beitler stated that it is obvious in terms of the direction they are going. He also stated that he hoped that the ZBA has a different viewpoint.

Mr. Beitler described the development as terrific and stated that the quality would go beyond anything the community would ever see. He stated that if they are left to their own resources and the development did not happen, he questioned what would be there. Mr. Beitler stated that lastly, he described it as a tough project for the developer to bring retail on the ground floor, hide parking underground and convince people to live on top of retail. He suggested that they look at The Glen which represented a very different situation but that it worked. Mr. Beitler concluded by stating that this would work and that they should give the developer an opportunity to revise their plans and come back before a final decision is made to incorporate changes that they have heard.

Chairman Dearborn noted that this is the first meeting of this Board and that there are three members who are not present. He confirmed that there would be additional dialog.

Mr. Beitler also stated that the 2001 guidelines are inconsistent with today's market.

David Smithson informed the Board that he grew up on the North Shore and hopefully would move to the Village shortly. He also informed the Board that his father owned a furniture store in the Village for 20 years and that they have ties to Winnetka. Mr. Smithson stated that they have heard the eloquent comments and that he did not disagree. He described the building as beautiful with no question and that it represented a top design you would find anywhere.

Mr. Smithson informed the Board that he has lived in several parts of the country and that the North Shore is known far and wide among a lot affluent people all over the country. He also stated that he has talked to his colleagues who were impressed when they heard he was from the North Shore which he stated still has a true community feel. Mr. Smithson stated that the lack of pretentiousness is very different than in Beverly Hills and that he lived near there for many years. He reiterated that the project is gorgeous and that what it boiled down to is residential housing apartments for 175 to 300 people together with restaurants which he described as the most risky business there is. Mr. Smithson concluded by stating that for those things, they are talking about changing the character of the town and that it may not be great despite it being a gorgeous building.

Chairman Dearborn asked if there were any other comments from the audience. No additional comments were raised by the audience at this time. He then asked if there were any other

questions from the Board. No additional questions were raised by the Board at this time.

Mr. Norkus noted that the December meeting would be held on December 17, 2015 at 7:30 p.m.

Ms. Stanley made a motion to continue the conversation at the next meeting. Mr. Konstant seconded the motion. A vote was taken and the motion was unanimously passed.

Adjournment:

The meeting was adjourned at 10:06 p.m.

Respectfully submitted,

Antionette Johnson

AGENDA REPORT

SUBJECT: 560 Chestnut Street – Neapolitan
Certificate of Appropriateness for building alterations

DATE: January 15, 2016

PREPARED BY: Brian Norkus, Assistant Director of Community Development

Neapolitan is currently located in the East Elm business district at 715 Elm Street, and has purchased the building at 560 Chestnut in order to relocate and expand their retail clothing store.

Summary of Improvements

Signage: Signage consists of 14" bronze pin-mounted illuminated letters. Sign size is in compliance with sign code and Design Guidelines recommended maximum height of 14".

While internal illumination such as that used in traditional box signs is not permitted, the proposed recessed illumination is permitted under the sign Code.

Primary building elevation modifications: Existing limestone on the upper façade will be retained, with new fluted limestone columns and limestone base framing a new Kawneer storefront system.

Secondary building elevations: the north elevation (facing Laundry Mall) and west elevation are proposed to be modified with existing openings closed with either a brick veneer or glass block.

The Design Review Board has final jurisdiction on this request.

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

PROJECT ADDRESS 560 Chestnut street

NAME OF BUSINESS(ES) Neapolitan Collection

REAL ESTATE INDEX NUMBER			
05	20	207-008	0000

RECEIVED NOV 23 2015 BY:

Application is hereby made for the following work (please check all that apply):

- [ ] Sign
- [ ] Awning
- [x] Other (general description)

Sign permit application attached? [ ]
Awning permit application attached? [ ]

Please provide a detailed description of the proposed work (attached separate sheets, material specifications, photographs, etc.) :

INTERIOR BUILD OUT & REMODELING OF EXIST. 1-STORY RETAIL SPACE. REMOVAL OF EXIST. AWNING & RECONFIGURATION OF EXIST. ENTRY. NEW STOREFRONT, INFILL OF NEW LIMESTONE VENEER TO MATCH EXISTING AND NEW SIGNAGE.

I/We hereby certify that as OWNER (Lessee/Owner) of the property at 560 CHESTNUT STREET (address) I am/we are authorized to submit plans for alteration of the subject property. I/We agree to perform the subject work in accordance with the conditions of approval by the Winnetka Design Review Board, as well as all other applicable codes, rules and regulations of the Village of Winnetka.

SIGNED K Golden

PRINT NAME(S) KELLY GOLDEN

ADDRESS 560 CHESTNUT STREET
WINNETKA, IL 60093

PHONE NUMBER 312-282-2884

FOR OFFICE USE ONLY

COA applied for (date) 11/23/15

COA Case Number

COA issued (date)

COA2015-1155
$125 pd 11/23/15

PRIMARY DESIGN FIRM	COOK ARCHITECTURAL DESIGN STUDIO
CONTACT NAME	CHARLES S. COOK
ADDRESS	150 N WALKER SUITE 2360
	CHICAGO, IL 601606
PHONE NUMBER	312.846.6292
FAX NUMBER	312.846.6412

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SIGN PERMIT APPLICATION

Tenant/Lessee

Name of Business:	Primary contact name:		Phone:
NEAPOLITAN Collection	KELLY GOLDEN		312-282-2884
Street Address: 560 CHESTNUT STREET			Fax:
City: WINNETKA	State: IL	Zip Code: 60093	Email: Kelly@neapolitanonline.com

Sign Company

Name of Sign Company:	Primary contact name:		Phone:
Street Address:			Fax:
City	State	Zip Code	Email:

Property Owner

Name of Company:	Primary contact name:		Phone:
NEAPOLITAN	KELLY GOLDEN		312-282-2884
Street Address: 560 CHESTNUT STREET			Fax:
City: WINNETKA	State: IL	Zip Code: 60093	Email: Kelly@neapolitanonline.com

Sign type(s): (Check all that apply)
- ☐ window graphics
- ☑ wall-mounted sign
- ☐ ground-mounted sign
- ☐ projecting sign
- ☐ other _____

Additional description of sign type and materials

BRUSHED BACKLIT LED METAL SIGNAGE LETTERS ON PIN MOUNTED STANDOFFS. LETTERS TO BE 14" HIGH AND 3" DEEP. 1 LETTER TO BE CENTERED ON EACH SQUARE OF EXIST. LIMESTONE VENEER.

SBC-2015-1156 $55.00 11/23/15

OFFICE USE ONLY

PERMIT FEE ($60/$195 per sign) _____

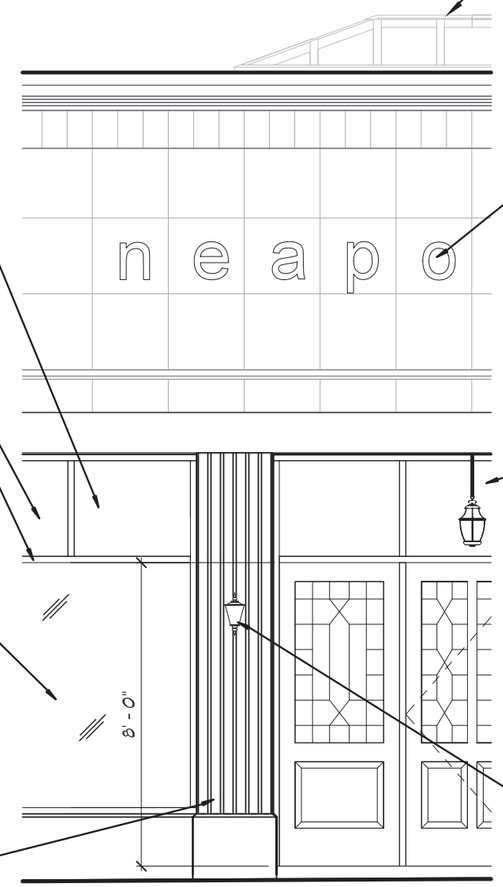
CONDITIONS OF APPROVAL: _____

STOREFRONT SYSTEM BRAKE METAL PANELS TOP ROW IN DARK BRONZE COLOR

KAWNEER STOREFRONT SYSTEM COLOR IN DARK BRONZE

KAWNEER ENCORE 3 9/16" SHEAR BLOCK STORE FRONT SYSTEM WITH 1" INSULATED GLASS UNITS AND BRAKE METAL PANELS ABOVE IN DARK BRONZE COLOR

NEW FLUTED LIMESTONE PILASTERS TO MATCH EXISTING



7' - 2" X 11' - 0" ROOF LANTERN HIPPED SKYLIGHT TO REPLACE EXISTING SKYLIGHTS, WHITE IN COLOR

ILLUMINATED STORE SIGNAGE BRONZE BACKLIT LED LETTERS- 16" HIGH, 3" DEEP

FRONT DOOR PENDANT LIGHT - THE URBAN ELECTRIC CO. - MA-8200HS IN BLACKENED COPPER COLOR - 13"W X 20"H X 9.5"D

FRONT DOOR 3-LIGHT WALL LANTERN - SAVOY HOUSE CHIMINEA 5-773-13 - ENGLISH BRONZE COLOR 8"W X 27.5"H X 10.25"D

COOK ARCHITECTURAL Design Studio

150 NORTH WACKER DRIVE, SUITE 2360
CHICAGO, ILLINOIS 60606 312.846.6292

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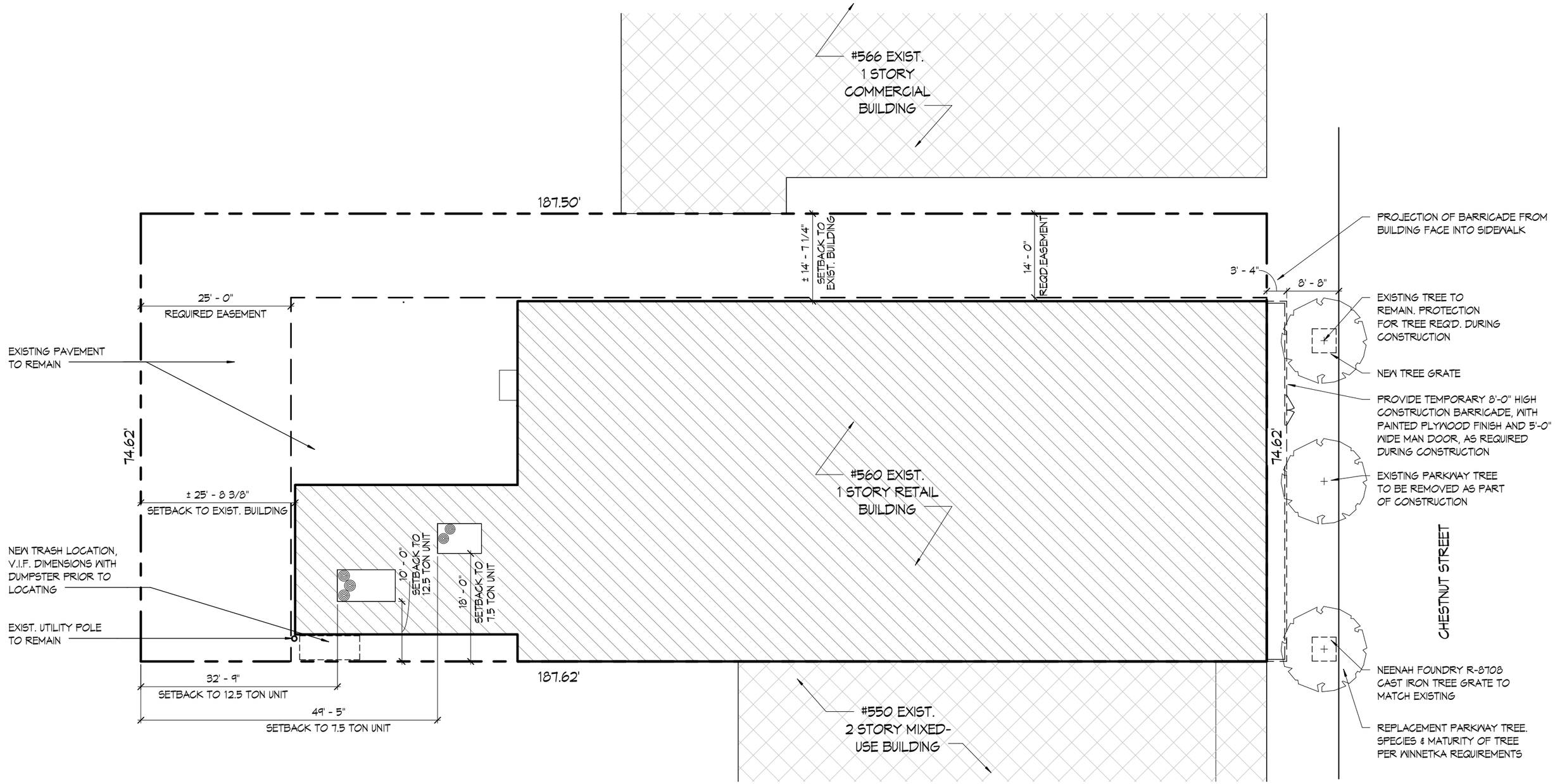
LAYOUTS ARE SUBJECT TO REVISION

NEAPOLITAN COLLECTION

560 CHESTNUT STREET
WINNETKA, ILLINOIS 60093

EXTERIOR MATERIALS & FIXTURES

1/4" = 1'-0"
2016.01.07



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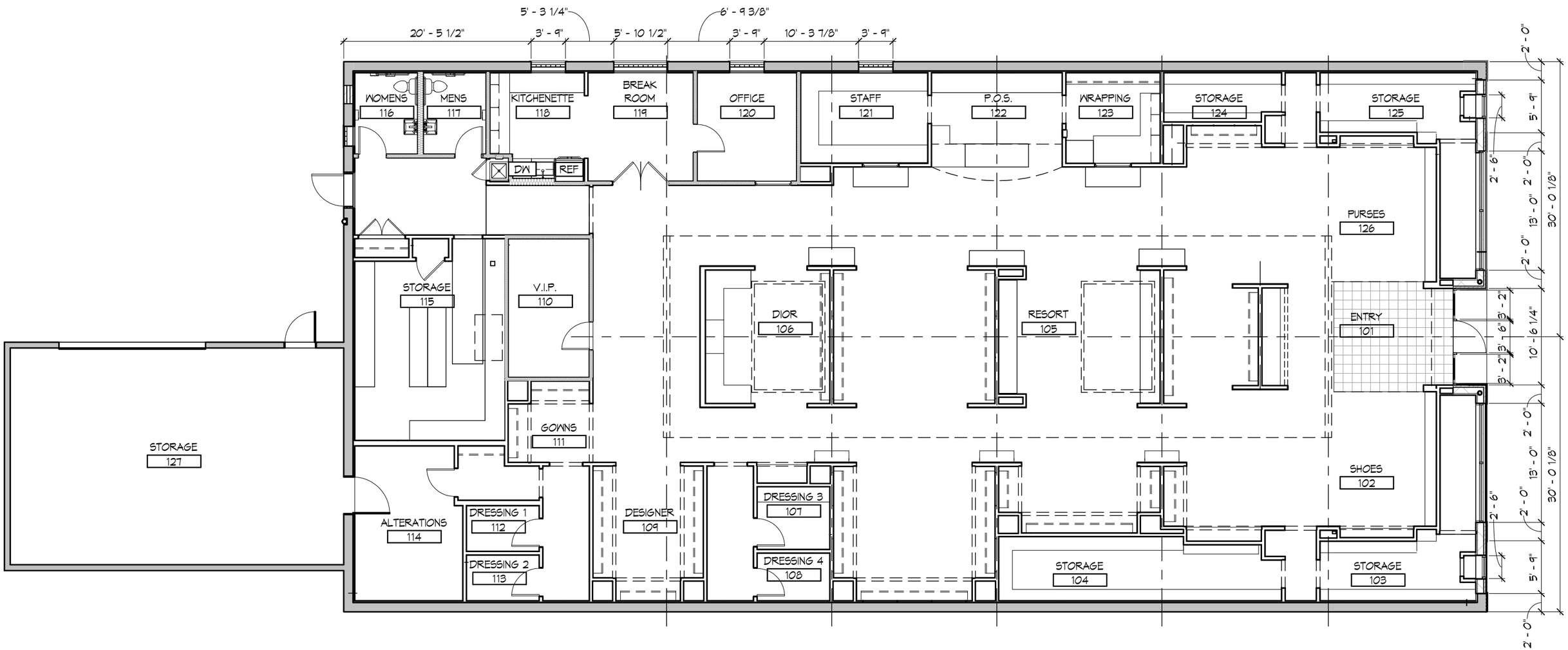
WINNETKA, ILLINOIS 60093

SITE PLAN

1/16" = 1'-0"
2016.01.07

0' 4' 8' 16'



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NEAPOLITAN COLLECTION

560 CHESTNUT STREET
WINNETKA, ILLINOIS 60093

FLOOR PLAN

3/32" = 1'-0"
2016.01.07

0' 2.5' 5' 10'

E11 EXTERIOR ELEVATION NOTES

E1 EXIST. BRICK MASONRY:
TUCKPOINT ALL EXIST. BRICKWORK. PATCH & REPAIR/REPLACE DAMAGED BRICKS WITH NEW TO MATCH EXIST. REPAIR/REPLACE EXIST. TERRACOTTA PARAPET WALL CAP AS REQ'D.

E2 FACE BRICK VENEER:
NEW MODULAR FACE BRICK VENEER TO MATCH EXIST. IN TEXTURE & SIZE. TOOTH IN TO EXIST. MASONRY. PAINT TO MATCH EXIST. IN COLOR AS SELECTED BY OWNER/INT. DESIGNER.

E3 EXIST. LIMESTONE MASONRY:
TUCKPOINT, PATCH, REPAIR & CLEAN ALL EXIST. LIMESTONE.

E4 LIMESTONE BASE:
NEW LIMESTONE BASE WITH WASH. SEE REFERENCED DETAILS FOR ADDL. INFO. MATCH COLOR OF EXIST. LIMESTONE.

E5 LIMESTONE PILASTERS:
NEW FLUTED LIMESTONE PILASTERS. MATCH COLOR AND DETAILS OF EXISTING PILASTERS.

E6 LIMESTONE VENEER:
NEW 17 1/4" X 17 1/4" SQUARE LIMESTONE VENEER. COLOR & TEXTURE TO MATCH EXIST. ALIGN JOINTS WITH WINDOW OPENING/LIMESTONE SURROUND. SEE REF. DETAIL FOR ADDL. INFO.

E7 GLASS BLOCK:
NEW "THICKSET 60 VUE" GLASS BLOCK WINDOWS AS MFRD. BY PITTSBURGH CORNING. SEE REF. DETAILS FOR ADDL. INFO.

E8 LIT SIGNAGE:
BRONZE BACKLIT LED METAL SIGNAGE LETTERS ON PIN MOUNTED STANDOFFS. LETTERS TO BE 14" HIGH AND 3" DEEP. 1 LETTER TO BE CENTERED ON EACH SQUARE OF LIMESTONE, AS MFRD. BY IMPACT SIGNS OR APPROVED EQUAL. TRANSFORMER TO BE LOCATED IN ATTIC SPACE. CONTRACTOR TO PROVIDE FINISH SAMPLES AND SHOP DRAWINGS.

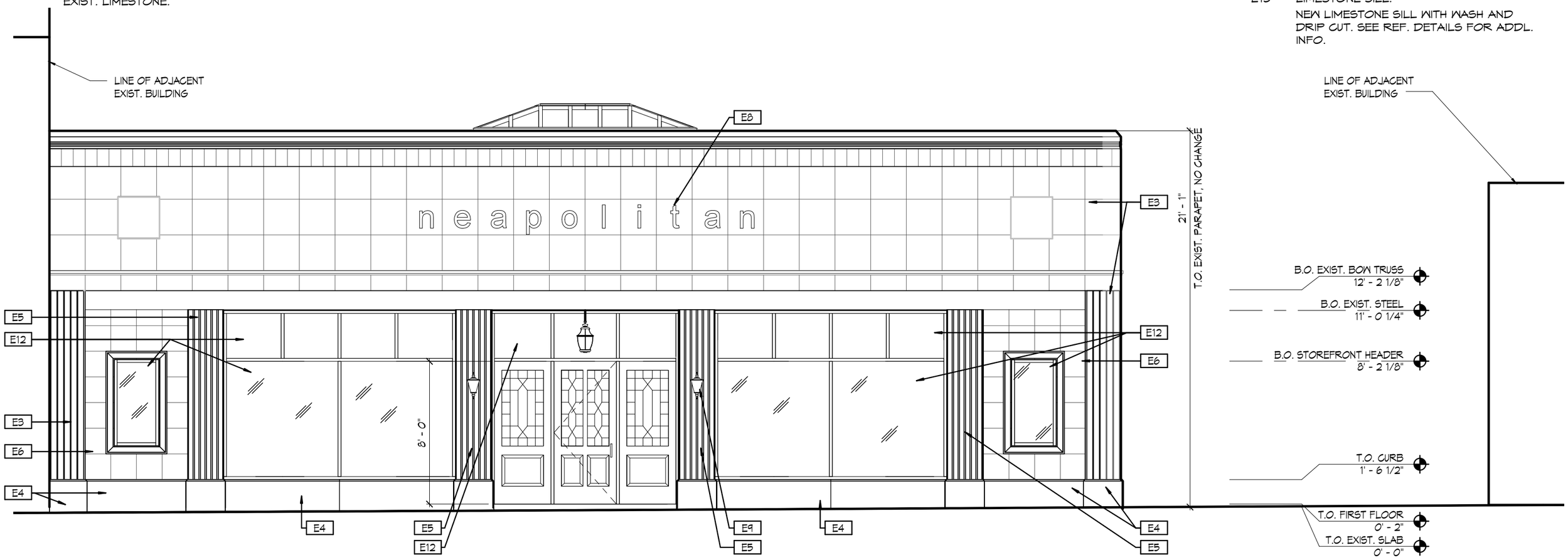
E9 DECORATIVE LIGHT FIXTURE:
REFER TO ELEC. SCHEDULE FOR ADDL. INFO., OWNER SUPPLIED & CONTRACTOR INSTALLED. LOCN. TO BE V.I.F. WITH OWNER/ARCHITECT & INTERIOR DESIGNER. IF FIXTURE PROJECTS MORE THAN 4" FROM WALL, BOTTOM OF FIXTURE TO BE LOCATED A MIN. OF 80" ABOVE GRADE.

E10 WOOD ENCLOSURE:
CEDAR 1X6 SCREEN ENCLOSURE WITH BOARDS RUNNING HORIZONTALLY. PROVIDE 1/2" SPACE BETWEEN BOARDS. PAINTED IN COLOR AS SELECTED BY OWNER. SEE REF. DWGS. FOR ADDL. INFO. & HEIGHT INFORMATION.

E11 AWNING:
NEW 4'-0" WIDE BY 3'-0" DEEP AWNING W/ SOLID BOTTOM EDGE IN COLOR AS SELECTED BY OWNER/INT. DESIGNER "NEW YORKER LOW EAVE AWNING" AS MFRD. BY BEAUTY MARK OR APPROVED EQUAL.

E12 STOREFRONT:
KAWNEER 'ENCORE' 3 9/16" SHEAR BLOCK STORE FRONT SYSTEM WITH 1" INSULATED GLASS UNITS AND BRAKE METAL INSULATED UNITS ABOVE OR APPROVED EQUAL. IN DARK BRONZE FINISH.

E13 LIMESTONE SILL:
NEW LIMESTONE SILL WITH WASH AND DRIP CUT. SEE REF. DETAILS FOR ADDL. INFO.



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NEAPOLITAN COLLECTION

560 CHESTNUT STREET
WINNETKA, ILLINOIS 60093

EAST EXTERIOR ELEVATION

3/16" = 1'-0"
0' 1' 2' 4'
2016.01.07

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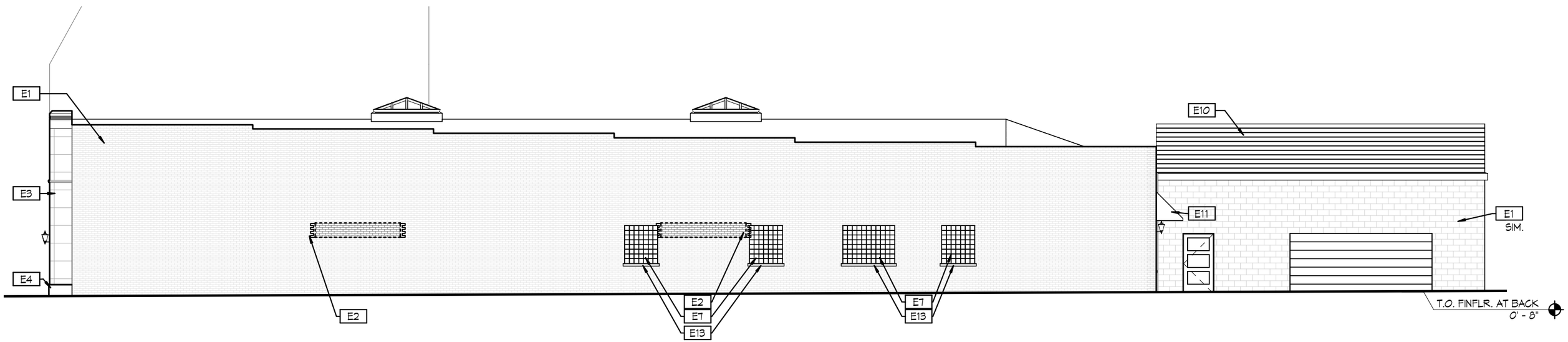

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NEAPOLITAN COLLECTION

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NORTH EXTERIOR ELEVATION

3/32" = 1'-0"
2016.01.07

0' 2.5' 5' 10'

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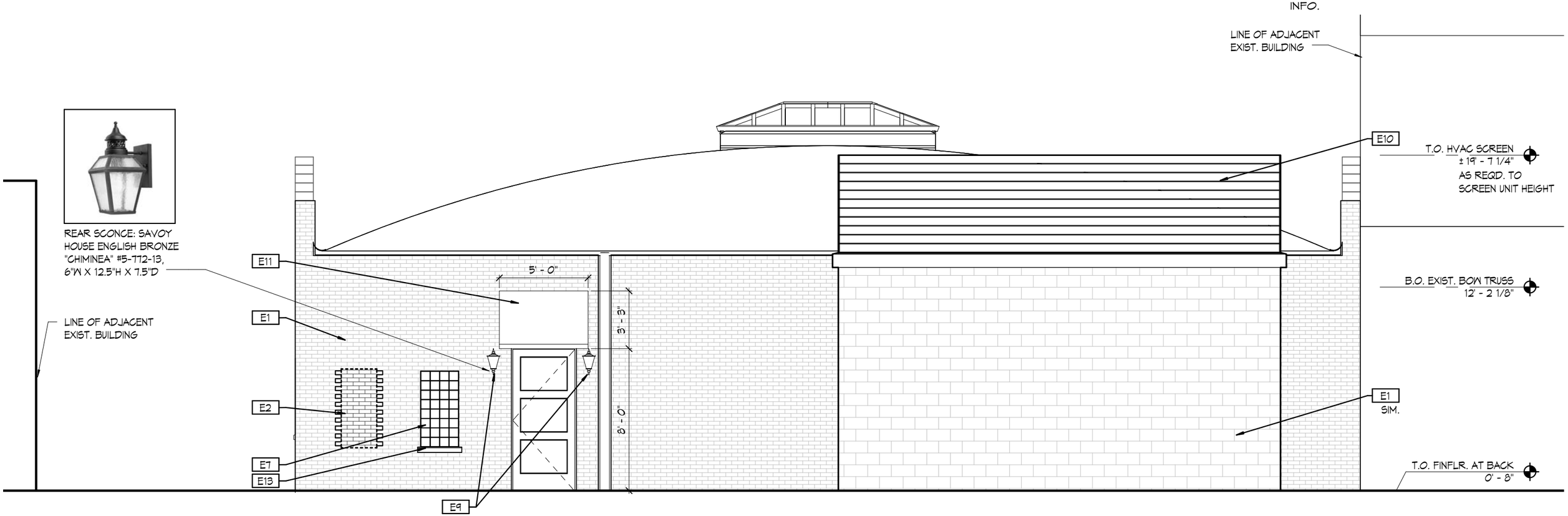
NEW LIMESTONE SILL WITH WASH AND DRIP CUT. SEE REF. DETAILS FOR ADDL. INFO.

REAR SCONCE: SAVOY HOUSE ENGLISH BRONZE "CHIMINEA" #5-772-13, 6"W X 12.5"H X 7.5"D



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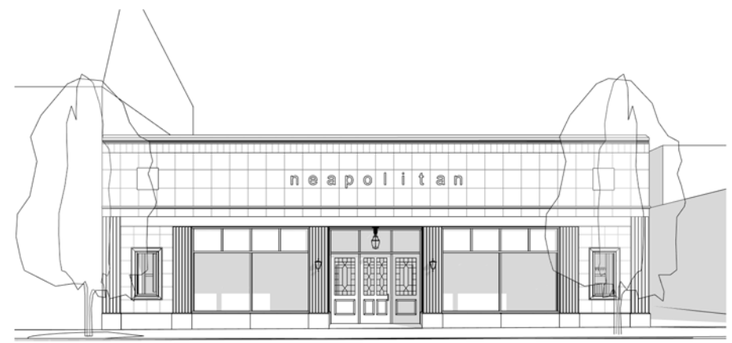
NEAPOLITAN COLLECTION

560 CHESTNUT STREET
WINNETKA, ILLINOIS 60093

WEST EXTERIOR ELEVATIONS

3/16" = 1'-0"
2016.01.07
0' 1' 2' 4'

1 / SD-6 EXTERIOR PERSPECTIVE - VIEW FROM SOUTHEAST
SCALE: N.T.S.



2 / SD-6 EXTERIOR PERSPECTIVE - VIEW FROM EAST
SCALE: N.T.S.

3 / SD-6 EXTERIOR PERSPECTIVE - VIEW FROM NORTHEAST
SCALE: N.T.S.

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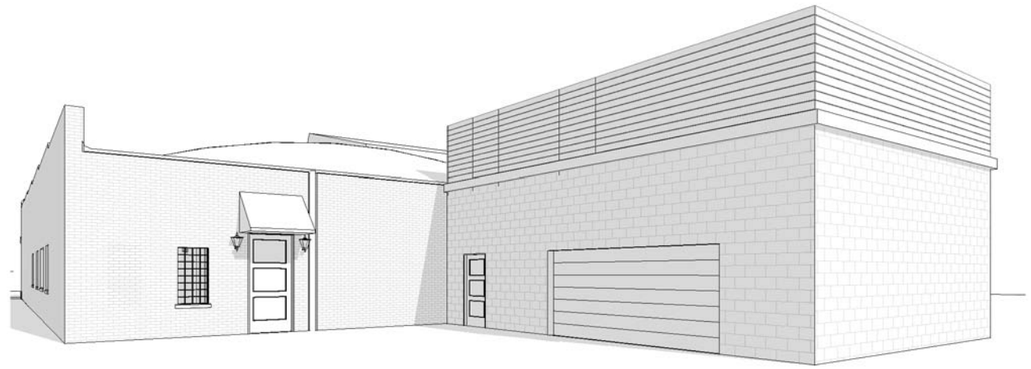
WINNETKA, ILLINOIS 60093

EXTERIOR FRONT PERSPECTIVES

2016.01.07



1
SD-7

REAR BUILDING PERSPECTIVE - FROM NORTHWEST

SCALE: N.T.S.

COOK
ARCHITECTURAL
Design Studio

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CHICAGO, ILLINOIS 60606 312.846.6292

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NEAPOLITAN COLLECTION

560 CHESTNUT STREET
WINNETKA, ILLINOIS 60093

EXTERIOR REAR PERSPECTIVE

2016.01.07

546 CHESTNUT ST
BUILDING TO SOUTH

548/550 CHESTNUT ST
BUILDING TO SOUTH

560 CHESTNUT ST
PROJECT LOCATION

560 CHESTNUT ST
PROJECT LOCATION

566 CHESTNUT ST
BUILDING TO NORTH

566 CHESTNUT ST
BUILDING TO NORTH

COOK ARCHITECTURAL Design Studio

ALL DIMENSIONS ARE APPROXIMATE
LAYOUTS ARE SUBJECT TO REVISION

150 NORTH WACKER DRIVE, SUITE 2360
CHICAGO, ILLINOIS 60606 312.846.6292

NEAPOLITAN COLLECTION

560 CHESTNUT STREET
WINNETKA, ILLINOIS 60093

ADJACENT BUILDING CONTEXT

12" = 1'-0"
2016.01.07

565 CHESTNUT ST
BUILDING ACROSS THE STREET TO NORTH

559/557 CHESTNUT ST
BUILDING ACROSS
THE STREET

553 CHESTNUT ST
BUILDING ACROSS THE STREET TO THE SOUTH

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ADJACENT BUILDINGS ACROSS STREET

12" = 1'-0"
2016.01.07

Subject: **One Winnetka Planned Development Application (continued from 11/19)**
To: Design Review Board
From: Brian Norkus, Assistant Director of Community Development
Date: January 14, 2016

November 19, 2015 DRB meeting

In November the applicants for the proposed *One Winnetka* project first presented plans for the proposed redevelopment of the 1.6 acre site in the East Elm business District. A copy of the November staff report is attached for reference (pages 14 through 21), providing a detailed description of both the project's private components, and as well as proposed contributions toward various public improvements.

The November meeting included both a staff presentation on the scope of the Design Review Board's review as well as the DRB's role within the broader Planned Development process. Following the applicant's presentation of the project, the Board heard public comment, and the meeting was concluded with Board member questions and comments. The matter was continued without formal action taken by the Board and the matter continued to the Board's next regular meeting on December 17, 2015.

The November meeting did provide an opportunity for Board to raise questions and concerns, outlined in the enclosed Draft meeting minutes. Concerns raised in November are summarized as follows:

1. Building height – question regarding height of building(s) relative to height of buildings across Elm Street to north, and consistency with the business district overall.
2. Building scale – 17' first floor ceiling height is greater than typical 14' height, and 13' high storefront windows greater than typical 10' windows.
3. Architectural style inconsistent with existing Village character.
4. Building materials – questioned selection and/or color of materials suggesting that different materials may be more consistent with existing character.
5. Street width – concern about the appropriateness of the width of Lincoln Avenue's travel lanes.
6. On-street parking – clarification of location of on-street parking on Lincoln Avenue.
7. Streetscape - Adequacy of soil depth in Lincoln Avenue plaza tree plantings relative to parking garage below;
8. Streetscape - Proposed use of paver materials inconsistent with Village's streetscape materials palette.
9. Streetscape - Proposed use of light fixtures inconsistent with Village's streetscape materials palette, and may result in differing fixtures on opposing sides of Elm Street.

December DRB meeting (cancelled)

In preparation for a December 17, 2015 DRB meeting the applicant filed modified plans responding to a number of concerns raised. However, the December meeting was cancelled due to lack of a quorum (a quorum being comprised of a minimum of four (4) members of the seven member Board).

Revisions incorporated in the December 2015 submittal were previously circulated to the Design Review Board, and were summarized as follows:

- Vehicular and pedestrian circulation - The *Traffic Flow Plan* clarifies internal and surrounding vehicular circulation and clarifies the location of access to the proposed below-grade public parking beneath Lincoln Avenue. In addition the plan addresses questions regarding pedestrian safety by identifying two (2) mid-block pedestrian crossings within the Lincoln Avenue plaza area (noted as *"cars yield to pedestrians"*). Traffic flow and pedestrian safety are also addressed in the *Drive Entry Dimensions Plan*, which clarifies the width of Lincoln Avenue's two-way traffic flow (24'), along with the width of various driveway entrances & pedestrian crossing pavement markings.

- Loading zone and trash collection area – Previously presented plans depicted trash pickup and loading to occur at the **northeast corner** of the building, accessed from adjacent Village parking lot and adjacent to Elm Street (see *Figure 1* the following page). The revised *Traffic Flow Plan* depicts a loading zone on the **south** access drive. In addition, the *Site/Ground Floor Plan* depicts trash being serviced from the same loading zone on the south access drive. *(It is worth pointing to the fact that the Plan Commission's favorable recommendation to the Village Council dated September 30th included a recommendation that plans be revised to relocate commercial loading and trash collection away from Elm Street and accessed from Lincoln Avenue.)*

- East building reduced in height – Revised plans compare the previous plan's five- story height (62'-10") to a newly **reduced four-story height** (45'). The reduction in height is also accompanied by a simplification of building massing and upper story building materials on both the Elm Street elevation and the building's east elevation. Reduction in height at the east end of the site is offset by a fourth floor level within the central portion of the site, set back from the Elm Street elevation by an unspecified dimension.

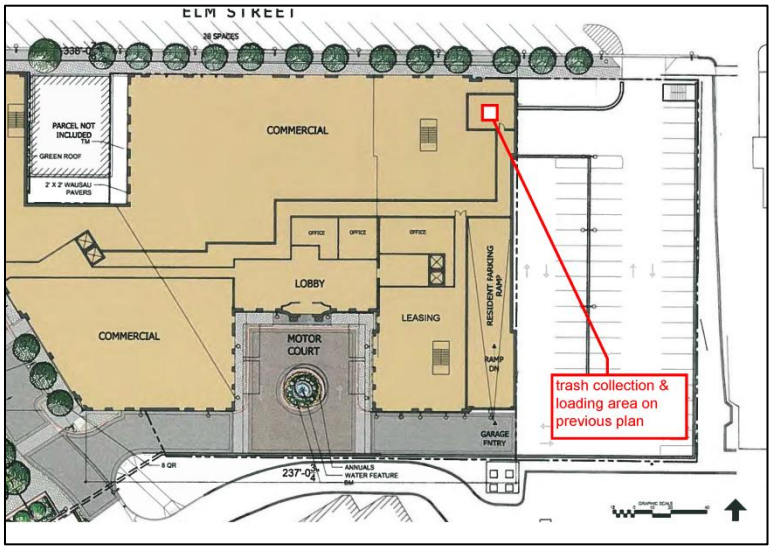


Figure 1

- Village parking lot at 710 Elm – As described in the previous month's agenda report, the developer proposes to satisfy a portion of the development's required commercial parking

through an expansion of the Village's existing surface lot (lying immediately west of *Hadley School for the Blind*). Plan calls for the existing Village lot to be reconstructed, and the number of public parking spaces increased from 62 to 97 spaces. The additional 35 spaces proposed for this Village lot would be provided by excavating along the easterly edge of the existing lot and placing an additional "half level" of parking beneath the easterly portion of the surface lot. Revised *East Elevation* plans clarify in section view the height and depth of parking, as well as the height and setback relationship of the parking structure to the Elm Street sidewalk.

- Pedestrian circulation details for proposed below-grade parking - Revised plans include a *Garage Details Plan* which shows in section view the relationship between the below-grade parking, the Metra platform and the Green Bay Trail bike path which is to be maintained. Plan views also illustrate the location of the parking structure's stairway and elevator, and the at-grade connection to Metra's inbound rail platform.

January 21, 2016 Design Review Board meeting

The applicant has prepared an additional *"January 21, 2016 – Improvements and Clarifications"* plan (pages 37 through 101), summarizing changes since the initial November presentation to the Design Review Board, while also providing additional detail regarding surrounding context, building details and scale.

DESIGN REVIEW BOARD ACTION

As has been provided in previous meeting agenda materials, the Draft board resolution that follows (pages 4 through 13) is intended to serve as the basis for the Design Review Board to consider in making findings and transmitting its recommendation to the Village Council as to whether the project is, or is not, consistent with the Village's Design Guidelines.

The resolution may be edited as deemed necessary by the Board in order to clarify the Board's recommendation.

DRAFT
Findings of the Winnetka Design Review Board

Consistency of the "One Winnetka" Planned Development Application
With the Village of Winnetka
Design Guidelines

After considering the application, the *Design Review Board* makes its findings as follows,

The proposal **is consistent** with the following policies and objectives contained within the Village Design Guidelines:

I. & II. CONTEXTUAL DESIGN and USES (page 4)

Yes/No ☐ (1)

(a) Projects should reflect an understanding of the immediate site surroundings and Village-wide character. Contextual design reflects existing features including massing, height, setbacks, proportions, scale, roof forms, materials, articulation, lighting, signs and awnings while creating appropriate architectural design.

(b) The prevalence of the English Tudor style throughout the Village dictates smaller structural bays and massing, limited building heights, variety in roof forms, mix of materials and special attention to detailing and fenestration proportions and patterns.

(c) Traditional two-part mixed use structures with retail at grade should incorporate facades which clearly separate the two uses through changes in materials and wall plane as well as changes in fenestration, with large glass storefronts on the street level and punched windows above creating a hierarchy of public versus private spaces.

*[**Drafter's note**: Because the statements contained in the section above are more broad in nature and encompass the more detailed standards addressed in the following sections, the Board may wish to defer consideration of the below until after addressing each of the more specific standards that follow.]*

Yes/No ☐ (2)

(a) In select locations, where large or awkward site geometry suggests, alternatives to the existing mixed-uses may encourage the use of first floor courtyards or pedestrian ways instead of uninterrupted commercial space.

III. HISTORIC BUILDINGS & ELEMENTS (page 5)

Yes/No ☐ (3)

(a) Future project designs should reinforce the established character, massing and scale. New developments and alterations are encouraged to incorporate historic building elements and forms from adjacent structures in order to maintain a cohesive district.

V. BUILDING MASS (pages 7-10)

Yes/No ☐ (4) *Building setbacks*

(a) A continuous "streetwall" should be provided along primary commercial thoroughfares. New buildings should align with adjacent buildings along the property line.

(b) Setbacks should be provided where appropriate to enhance landscape areas and/or widen restricted sidewalks to provide appropriate width.

(c) The main façade should be oriented to the primary commercial thoroughfare.

(d) Continuous upper level setbacks are not permitted. Small setbacks no greater than one bay width will be considered on upper floors only.

(e) Roof gables should be in the same plane as the primary building façade. Eaves should meet and project beyond the primary façade to create horizontal rhythm.

(f) Buildings on corner sites should hold the property line at both property lines - slightly rounded or angled building corners are acceptable.

Yes/No ☐ (5) *Building height - Existing building heights are consistent at 2-3 stories within the heart of the commercial district. Buildings of this height are appropriately located within dense pedestrian districts and along Green Bay Road whereas buildings of 1 and 2 stories function well as transitions to single-family residential areas.*

(a) Based on existing building heights, new buildings should have transitional elements or bays such that the new building height will not vary more than ½-story lower than the immediate adjacent buildings while complying with the requirements of the zoning ordinance.

Yes/No ☐ (6) *Roof form - Roof forms contribute to the massing, scale and proportions of all buildings. Manipulation of the form can help distinguish between residential, commercial and institutional structures.*

(a) Sloped roof systems should have eave lines that extend to the perimeter of the building eliminating upper story setbacks at the primary elevation.

(b) The continuous length of any roof on a primary facade should be limited to 20'0", without a break in plane using dormers, gables or hip roofs.

(c) The predominant roof form within the districts is a pitched shingle roof with cross gables, projecting eave line and brackets reflecting the structural bay rhythm of the building. Variations of the gable and roof pitch contribute to the general breakdown of the building mass and contribute to the steady streetwall rhythm. No roof pitch is to be greater than 60 degrees (21:12) or less than 35 degrees (8:12).

PROPORTION/SCALE (pages 11-16)

Yes/No ☐ (7) *Horizontal Rhythm - The breakdown of the building facade into horizontal bands provides human scale and proportion to the facade. The relationship of horizontal banding among buildings can unify the street elevation*.

(a) The height of the street level elevations (floor to floor) should be 20% greater than the upper floor to floor dimensions.

(b) A building base, middle and top should be strongly articulated through materials, details and changes in the plane of the wall.

(c) The retail storefront façade should be differentiated from the facade of the upper stories.

(d) The street and storefront facade should be horizontal, contiguous and harmonious with the adjacent and facing structures.

(e) Storefront systems, awnings, and entrance doors should be selected to be harmonious and similar to the adjacent buildings' scale and proportion.

Yes/No ☐ (8) *Vertical rhythm - The breakdown of the building facades into vertical bays creates a sense of progression and scale to the streetwall as well as individual buildings. Vertical rhythms break down the length of a building while unifying the floors from grade to eave. Fenestration patterns will emphasize the vertical rhythms.*

(a) Facades are to be articulated to express a vertical rhythm that is directly related to the structural columns and bays. Structural bays should not exceed 20 feet in width.

(b) Structural elements and bays should be architecturally articulated on the facade to add interest, scale, proportion and detail.

(c) Structural bays should be recessed and/or projected approximately 6"– 12" to provide a variety of changes of plane, interest in light and shadow and to establish a hierarchy with the architectural elements. Some variation of facade materials from bay to bay is encouraged. No building facade that faces a street or pedestrian open space may have a blank uninterrupted length greater than 20 feet.

Yes/No ☐ (9) *Façade articulation - Articulation is achieved through the combination of materials, introduction of detailing and changes in plane of the facade.*

(a) Facade elements should be recessed and/or projected to provide a variety of changes of plane, interest in light and shadow and to establish a hierarchy with the architectural elements.

(b) Building facades are to be proportioned to respect human scale and the existing prevalent scale of the Village's architecture. No building facade that faces a street or pedestrian open space should have a blank uninterrupted length of wall greater than 20 feet.

(c) Ground floor /storefronts that face public streets, adjacent development or pedestrian open space should be subdivided using fenestration along no less than 60% of the facade.

Yes/No ☐ (10) *Fenestration - The pattern of wall penetrations created by window and door openings.*

(a) Windows should be recessed back from the overall plane of the building facade at the window head and sill to create additional articulation and shadow.

(b) *Primary facades* (facing streets or pedestrian ways) - At least 60% of the first floor facade is to be windows/storefront or entrances. At least 25% but no more than 40% of the upper floors are to be windows or doors.

(c) *Secondary facades* (facing alleys or parking areas) - At least 25% of the first floor facade is to be windows/storefront or entrances. At least 25% of the upper floors are to be windows or doors.

Yes/No ☐ (11) *Hierarchy – Prioritization of certain building masses, components, or elements over others.*

(a) The hierarchy of public over private spaces should be conveyed by the facade. Public or retail spaces should be open and inviting through the introduction of storefronts with doors integral to the system.

ARTICULATION (pages 16-23)

Yes/No ☐ (12) *Entries*

(a) Hierarchy - Public entrances should be evident from the public way and differentiated from the semi-public and private entrances. Public entries should have a large-scale approach and be open and inviting whereas semi-public and private entries are integral to the adjacent building facade and more opaque.

(b) Location - Public entrances should be located along main thoroughfares and at corners. Private or semi-private entrances should be located either to the side of a single bay building or centrally for a multiple bay building.

(c) Detail - Typically, private or semi-private entrances should have a predominately solid door and be set in a masonry opening nearly flush to the building facade whereas the public or storefront doorway should be recessed and have an awning to provide protection from the elements. Entrances can be further defined by using subtle streetscape improvements such as pavers. Residential entrances should be clearly identified and dignified.

Yes/No ☐ (13) *Window and door fenestration*

(a) Upper floors - Punched single or ganged windows are required at upper floors but not allowed at street level on primary facades in commercial buildings. A combination of ganged and single units within the punched opening is encouraged to provide hierarchy to the facade. It is encouraged that the sill height of upper level windows align with adjacent buildings but should not be higher than 30" above finish floor elevation. Mullion and muntin divisions are required to maintain the scale of the districts and reduce large expanses of glass at the upper floors. Strip windows are not allowed.

(b) Storefront windows - required in commercial buildings on the primary facade at street level. Storefront windowsill heights cannot exceed 18".

(c) Secondary facades are encouraged to provide punched display windows to define the hierarchy of the primary facade over the secondary.

Yes/No ☐ (14) *Building lighting*

(a) Exterior building lighting should be carefully designed, contextual with the building and adjacent building design. Building lighting should focus on providing light on building signs and enhancing architectural details on the facade.

Yes/No ☐ (15) *Building signage*

(a) Commercial signs should reflect the character of the building style, while expressing each store's individuality. Metal sign and plaque material such as brushed bronze, antique bronze, aluminum, stainless steel and painted cast iron or similarly appearing materials are preferred. The majority of the signs will be mounted within the building's sign band.

Yes/No ☐ (16) *Awnings / banners*

(a) Awning scale and proportions are to be appropriate for the building on which they are mounted as well as the adjacent structures. It is highly recommended that awnings be uniform in size, shape (except for arched openings) and color in order to unify multiple storefronts within a single building.

Yes/No ☐ (17) *Mechanical equipment*

(a) Mechanical equipment must not be visible from pedestrian view. Roof top equipment should be located either in the center of the roof or in one corner away from the street elevation so as not to be visible. Mechanical equipment at grade should be screened with a fence or wall of the same materials as the building.

Yes/No ☐ (18) *Materials*

a. Rough-faced limestone should be limited to accent or base pieces only.

b. Brick color palette should be restricted to those present in the district but can vary in color from reds to yellows and have varying levels of iron spotting.

c. English Tudor buildings obtain some of their character from the mix of materials used in the upper floors. Creative use of material combinations is encouraged to break up the massing.

d. The number of facade colors should be minimized to maintain unified districts – white and cream stucco with reds and browns, emphasizing earth tones and eliminating saturated colors.

e. Acceptable materials include modular brick, rough-faced or dressed limestone and exterior grade stucco with wood trim. Wood, aluminum or vinyl siding, metals, rough/random lannon stone, concrete block (split face or smooth) and glass block are not acceptable materials.

f. EIFS may be allowed if the location is limited to the second floor facades or higher and the finish and articulation are acceptable. The finish of the EIFS must resemble exterior grade stucco of the historic English Tudor buildings in the Village.

g. Roof materials may include clay tile, cement tile & shingles, ceramic tile that simulate natural materials, architectural grade asphalt shingles, wood shingles, slate, real copper.

h. Entry doors should be wood or aluminum stile and rail with varying degrees of glass. Public entry doors should be fully glazed whereas private and semiprivate entries should be primarily solid panel doors. Entry door hardware is to be exterior grade with weather-resistant finish. Hardware design and finish is to be appropriate with facade articulation, color palette and district character.

i. Storefront window materials should be either paneled aluminum or brass. Glazing should be clear glass without tint or film.

j. Window frames should be wood, steel or aluminum. Muntin divisions should be real divided glass or simulated with spacer bars. Color selection should be sympathetic with the overall building color palette and take into account the adjacent building

materials within the structure, immediately adjacent structures. Glazing should be clear glass without tint or film.

Yes/No ☐ (19) *Service areas, secondary facades, parking structures*

a. Service areas - are to be located off secondary streets or alleys out of public view. If a service area is visible from the public view, the service area is to be treated with screening approximately 6'-8' tall to match adjacent building elevations.

b. Secondary facades - When a secondary public entrance is located off a parking area or alley, the alley is to be treated as an extension of the public walkway, and the building entrance is to be articulated to differentiate it from private or semi-private entrances.

c. Parking structures - should be located remotely from primary streets and not be visible from the public way. Structures should provide a safe and pleasant pedestrian entrance and exit. Structures should integrate into the surrounding architectural fabric. Integrated parking structures should provide a seamless and non-evident appearance of parking. Their scale and mass, building materials, details and articulation should be compatible with the standards set forth in these design guidelines. Adequate vehicular and pedestrian access into the structure, ADA compatibility, safety, lighting, and ventilation issues must be addressed.

PEDESTRIAN ZONES and PEDESTRIAN CIRCULATION (pages 27-42)

Yes/No ☐ (20) *Sidewalks*

(a) A minimum 6-foot wide pedestrian clear zone must be maintained, and shall be next to retail store frontages and away from street edges or curb lines. When landscape elements are incorporated into pedestrian zones a paved 18-inch wide carriage walk must be provided.

(b) Sidewalk materials and patterns to comply with streetscape palette.

(c) The Village's streetscape elements should be placed in high traffic areas and grouped to provide the greatest public benefit. They should be coordinated and consistent along the street for a minimum of one block. All elements should be high quality.

Yes/No ☐ (21) *Pedestrian zone landscaping*

(a) Plant materials shall be selected from approved plant palette; encourages a variety of species sizes and types of plants.

(b) Street trees should be selected from plant palette, and shall coordinate with existing planting patterns. Grouped and linear plantings may be considered as part of an overall site development plan concept. Minimum size of 4" caliper. Street trees should be no closer than 3 feet from face of curb.

(c) Landscaping should not block views or pedestrian sidewalks at mature size. Sight triangles should be not less than 12'.

(d) Structural soil & planting soil depth – must comply.

(e) Raised planters are encouraged where possible and space permits. Movable planters are encouraged where space does not permit raised planters.

Yes/No ☐ (22) *Special streetscape conditions*

(a) Outdoor sidewalk cafes - encouraged, to help enliven streetscape, with attention providing pedestrian clear zone.

(b) Corner bump outs – encouraged, to slow traffic, highlight pedestrian crossings, encourage pedestrian gathering.

(c) Bus stops – where bus stops occur a coordinated sign system should be utilized. New shelter designs should be considered to maintain Village character.

VEHICULAR ZONE *(pages 42-58)*

Yes/No ☐ (23) *Parking areas*

1. New parking should be located behind, within or underneath structures and buildings. Off street surface parking lots in front of new buildings and along street frontages are prohibited.

2. Access to parking and loading areas must be provided off secondary streets or existing alleys/service drives.

3. If appropriate and feasible on street parking should be provided within the public right of way in front of new buildings.

4. Curb cuts should be minimized and access points should be shared.

5. Shared parking should be provided where possible.

Yes/No ☐ (24) *Loading and service areas*

(a) Service areas should be located at side or rear of new developments, access should be provided by mid-block alleys/driveways or from secondary streets.

(b) Exterior mechanicals, loading/service trash storage should not be visible from public roads; to the extent possible they should be contained within the building.

(c) If located outside the building elements should be screened with permanent year round material.

(d) Service / trash areas should be clustered together and shared between businesses where possible.

Yes/No ☐ (25) *Parking signage*

(a) All parking areas, public and private should contain appropriate directional and regulatory signs in an uncluttered, clear and concise manner.
(b) Village owned parking should be signed consistent with the Village's wayfinding program.
(c) Individual businesses should identify their property address and establishment name(s) with a clear concise sign program located adjacent to service/loading/delivery areas.

Yes/No ☐ (26) *Vehicular zone landscape*

(a) Off Street parking perimeter screening should be provided as detailed in Guidelines in order to minimize impact on surrounding landscape.
(b) Off Street parking internal landscaping should be employed as detailed in Guidelines.
(c) On Street public parking should be softened by landscape islands or "bumpouts" where possible.
(d) Parking structures should incorporate a minimum 5-foot landscape setback at the base of structures adjacent to pedestrian areas in the public way, and appropriately planted & vines planted to soften walls. Integral planters should be incorporated into plans to allow for planting of cascading plant material.
(e) Service and loading areas should be screened from public view using architecturally treated walls or other approved means, blocking view from pedestrians, between 6-8 feet in height.

Yes/No ☐ (27) *Vehicular area lighting*

(a) Lighting should be provided in private and public parking lots, in an appropriate pedestrian scaled style and in accordance with standards outlined in the Guidelines.

Yes/No ☐ (28) *Special conditions*

(a) Vehicular use areas such as parking and service areas may encounter or raise special conditions or concerns, including but not limited to, (a) noise abatement, (b) safety / security, (c) maintenance, (d) special adjacent land use. These concerns should be addressed as part of the development review process.

RESOLUTION

NOW THEREFORE BE IT RESOLVED that the Winnetka Design Review Board finds that the proposed One Winnetka Planned Development Application **(is/is not)** consistent with the Village of Winnetka Design Guidelines;

*[**Drafter's note**: if the Design Review Board votes to find the application inconsistent with Design Guidelines, the statement's above will be modified to reflect the Board's discussion. In addition, the Board should consider making any additional findings not addressed in the previous pages so as to clarify the basis for its recommendation.]*

Passed by a vote of ____ in favor and ____opposed.

BE IT FURTHER RESOLVED, that the Design Review Board's findings are conditioned on the following;

1.
2…

*[**Drafter's note:** If the Board votes to find the application consistent with design guidelines, it may nonetheless find certain details requiring additional detail, study or modification. The Board may consider specifying any conditions of a recommendation in this section of the Resolution. In previous cases the Board has passed judgement on the substance of an application while deferring final approval pending submittal of details on incidental details such as signs, awning, lightings, or other ancillary elements of a project.]*

Subject: **One Winnetka Planned Development Application**

Prepared by: Michael D'Onofrio, Director of Community Development
Brian Norkus, Assistant Director of Community Development

Date: November 9, 2015

Stonestreet Partners and Winnetka Station LLC are the developer and owners of five contiguous parcels in the East Elm business district and have submitted the attached application for a proposed *Planned Development* for the 1.41 acre site. In addition to developing the five privately-owned parcels, the Applicant is also proposing to acquire a portion of adjacent Village land measuring 7,767 square feet (0.18 acre) within the Lincoln Avenue right-of-way (area identified in *Figure 1* below). *The proposed development site does not include the parcel at 736 Elm Street - Conney's Pharmacy.*

Pages 2 through 8 of this agenda report provide a summary of the proposed development as well as an outline of the zoning approval process for Planned Development applications.

This report concludes with an outline of the Village's *Design Guidelines* with the intent of serving as a tool for the Design Review Board, in order to conduct a thorough review of the project for consistency with the *Guidelines*.

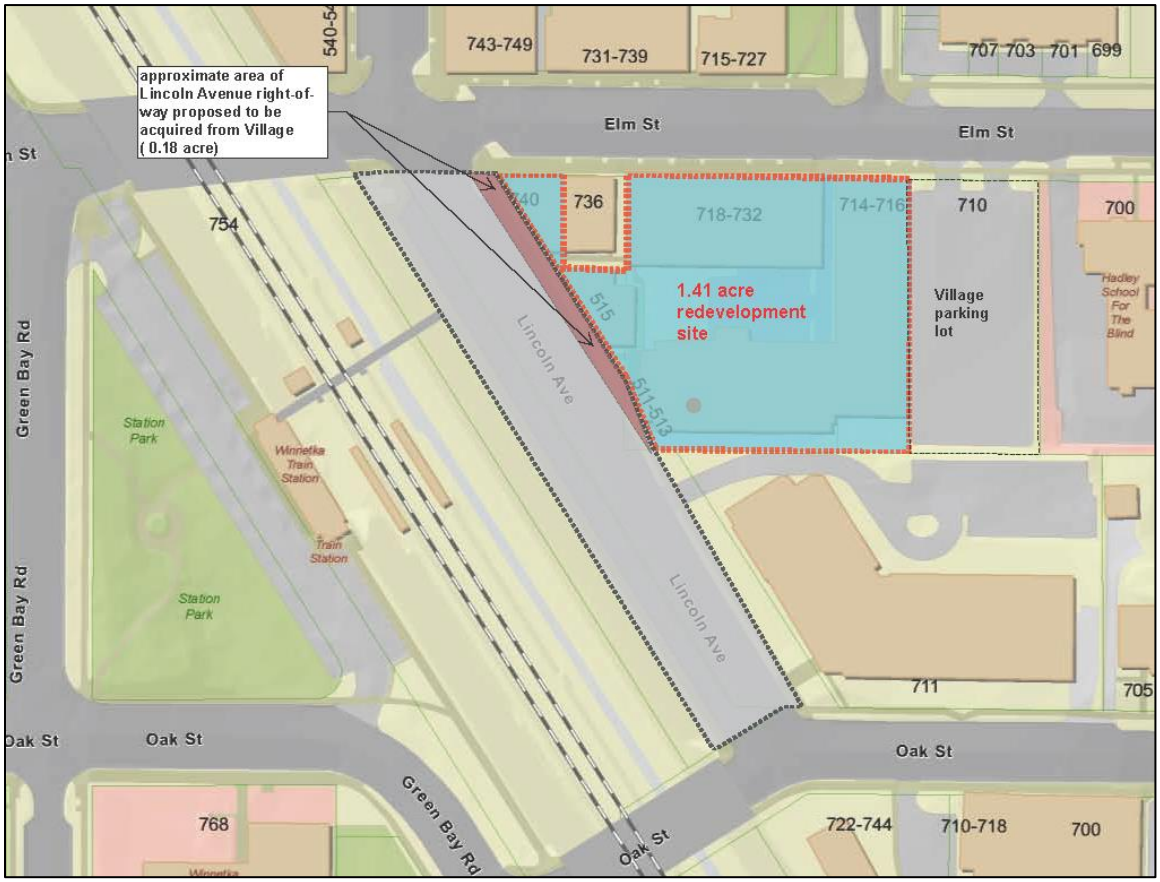


FIGURE 1- DEVELOPMENT SITE BOUNDARIES

I. SUMMARY OF PROPOSED PRIVATE DEVELOPMENT

Materials submitted by the Applicant depict a proposed mixed-use commercial and residential development with a primary building height of five (5) stories & 62'-10" on both the eastern and westernmost portions of the site. On the western edge of the site facing Lincoln Avenue, a portion of the building exceeds 5 stories, with a penthouse level extending to six (6) stories & 69' in height. *Under the Zoning Code the structure is classified as a 5 ½ story building, with the penthouse level comprising less than ½ of the area of the fifth floor area.*

The proposed development would include 40,250 square feet of commercial space, and 71 apartments.

The proposed development would be served by a below-grade *private* parking garage serving the building's residential tenants – the parking would be accessed by a driveway on Lincoln Avenue.
The development's commercial parking requirements are proposed to be satisfied through a developer-financed expansion of the existing adjacent Village-owned surface parking at 710 Oak Street shown in *Figure 2* below.

FIGURE 2 – VILLAGE SURFACE PARKING (710 ELM ST)

II. PLANNED DEVELOPMENT REVIEW PROCESS

The Planned Development process is a form of development review established under the Village zoning ordinance. Planned Development regulations were established in December 2005, intended to provide for a degree of flexibility in the development review process for larger sites over 10,000 square feet. The Planned Development process is mandatory for all redevelopment on sites 10,000 square feet or greater.

Section 17.58 of the Zoning Code which sets out the Planned Development review process is included in this report as **Appendix A**.

Planned Development regulations and the resulting review process differ from the standard development review process in that it allows for departure from the strict application of specific zoning requirements, permitting relaxation of certain otherwise applicable substantive requirements, based on the detailed review of individual proposals. Any relaxation of underlying zoning standards is allowed for in the consideration of zoning "exceptions". While the Design Review Board is not charged with evaluating zoning exceptions, an understanding of the exceptions being requested will assist the Board in fulfilling its role of evaluating the project's compliance with the Village Design Guidelines.

The intent of the Planned Development process is further clarified in Section 17.58 as follows;

1. To permit a creative approach to the development and redevelopment of lands devoted to multi-family and commercial uses;
2. To achieve a more desirable physical environment by allowing greater flexibility in building design and site plan layout than would be possible through the strict application of the generally applicable zoning and subdivision regulations;
3. To allow more efficient use of the land resulting in more economic networks of utilities, streets and other facilities;
4. To facilitate a development pattern that is in harmony both with the objectives of the Comprehensive Plan and with the district purposes as defined in this Title;
5. To allow the relaxation of certain otherwise applicable substantive requirements based upon procedural protections that provide for the detailed review of individual proposals for more significant multi-family and commercial developments.

The Planned Development process also differs from the standard development review process in that it provides for an extended public review process in which three (3) advisory boards provide recommendations and issue findings to be considered by the Village Council.

The Planned Development process includes **two** rounds of review, the first being a **preliminary review** phase which consists of review by a) the Plan Commission, b) the Zoning Board of Appeals and c) Design Review Board. Each board conducts their own public meetings and/or hearings to evaluate the proposed development for consistency with specific standards and makes recommendation to the Village Council. Each board may require the developer to submit additional details as it may deem necessary in order to better understand the impact of the proposal.

The Village Council may grant, deny, or modify the preliminary planned development application, or may send the application back to the advisory boards for further consideration.

If granted preliminary approval, the development would return later for **final review** stage. The final review stage provides time for the development of more specific plans for final approval, including site engineering and stormwater detention details, public improvements and the like.

III. CONSIDERATION OF EXCEPTIONS

Any relaxation of underlying zoning standards, as described in the previous section, is allowed for in the consideration of zoning "exceptions". While the Design Review Board is not charged with evaluating zoning exceptions, an understanding of the exceptions will assist the Board in fulfilling its role of evaluating the project's compliance with the Village Design Guidelines.

Two (2) zoning exceptions are requested by the applicant, as follows:

1. A proposed building height of 5 ½ stories and 69 feet exceeds the permitted height of 4 stories and 45 feet;
2. The building's design does not provide the required "upper story step back" of 10 feet at the 4th floor level, depicted in *Figure 3* below.

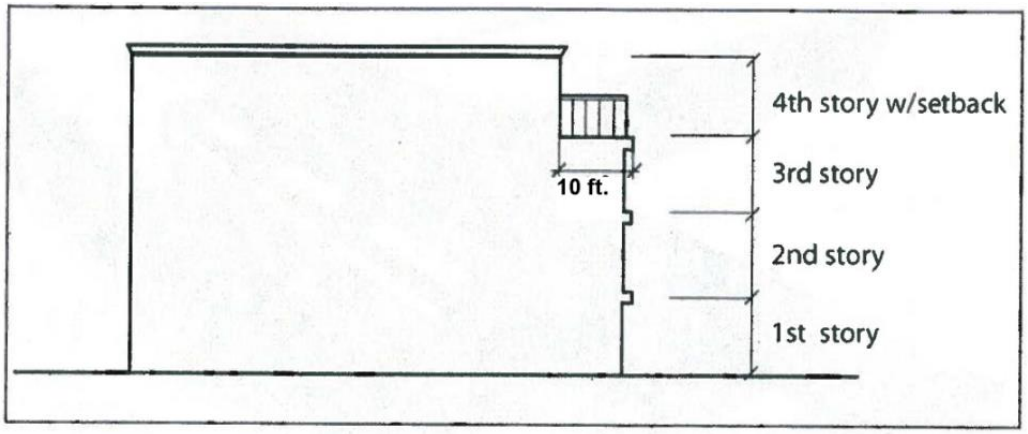


Figure 3 – illustration of zoning requirement for 10' stepback

IV. SUMMARY OF PROPOSED PUBLIC IMPROVEMENTS

In consideration of zoning exceptions outlined in the previous Section, the applicant proposes to contribute toward the cost of certain public improvements.

Proposed public improvements include the following elements:

A. Public parking improvements – the Applicant proposes certain improvements to existing public parking, a portion of which would be funded by the Applicant. Public parking described below would be constructed by the Applicant (with the Village continuing to own and operate):

   1. 710 Elm Street surface parking lot reconstruction and expansion - the existing Village-owned surface lot located west of Hadley School for the Blind would be reconstructed, expanding the number of spaces from 62 spaces to 97 spaces. The additional 35 spaces would be provided by constructing an additional "half-level" below grade.

   2. Lincoln Avenue commuter parking – 33 existing street-level commuter parking spaces would be relocated to a two-story below-grade parking facility constructed beneath the existing Lincoln Avenue surface. The parking facility would include 144 commuter spaces, an increase of 111

commuter spaces. Commuter parking spaces would open onto the adjacent Green Bay Trail and allow access to the Metra station at the boarding platform level.

B. Lincoln Avenue gathering space and plaza – In conjunction with the development of below-grade parking, plans call for a narrowing of Lincoln Avenue and provision of additional pedestrian amenities which would allow for establishment of an informal gathering space, and provide additional enhancements which would permit programming of occasional community events. Plans call for special paving treatment, street tree plantings and other landscaping, seating and other site amenities.

C. Other incidental streetscape improvements (Elm Street) – In addition to Lincoln Avenue upgrades, landscape plans and lighting plans depict reconstruction of approximately 400 linear feet of Elm Street sidewalk, curb, and gutter adjacent to the development site, along with new pedestrian street lighting.

V. APPLICANT'S PROPOSED ACQUISITION OF PORTION OF VILLAGE RIGHT-OF-WAY

Figure 1 depicts an area of Lincoln Avenue's right-of-way which the Applicant proposes to acquire from the Village. The area proposed to be transferred measures 7,767 square feet in area, with the developer proposing to compensate the Village based on the property's real value, with the terms subject to approval by the Village Council.

The one-block length of Lincoln Avenue between Elm and Oak Street varies in width, measuring 93' at the north end and 73' at the south end. In comparison, Lincoln Avenue north of Elm Street is 80' wide, and Elm Street is 80' wide (see *Figure 4* below).

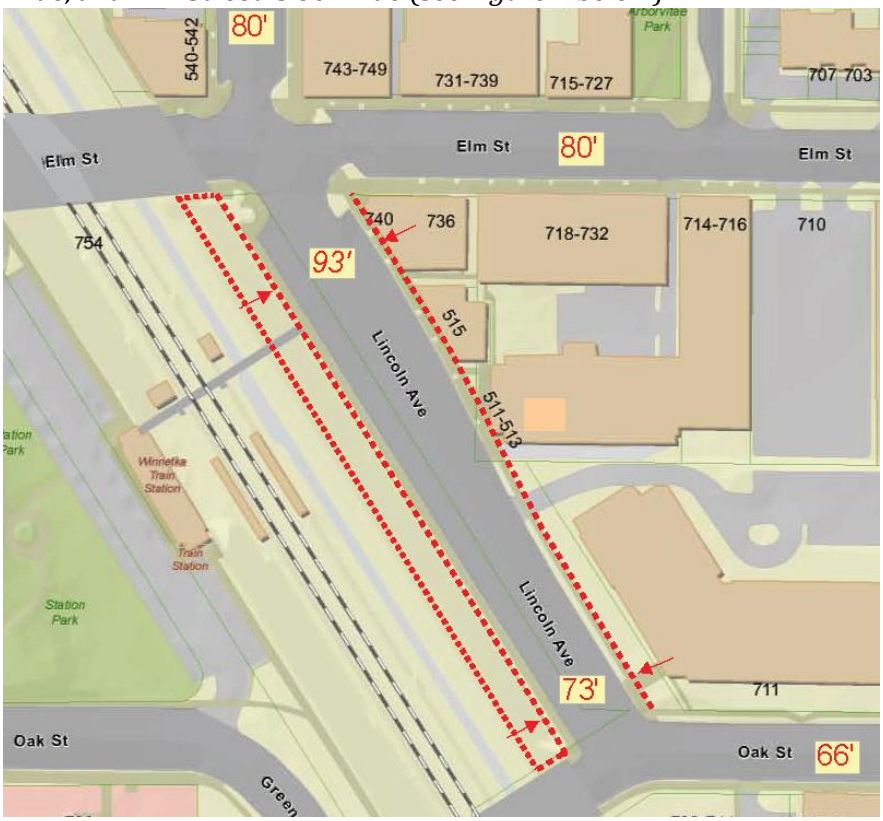


FIGURE 4

In order to develop a complete understanding of the circumstances surrounding Lincoln Avenue's width and shape, it is necessary to clarify the history of this area's development. Following completion of the lowering of the railroad grade in 1941-42, the community was served by two railroads. The *Chicago and Northwestern Railway* (acquired by Union Pacific, and now operated as Metra) operated on tracks that exist today, while a second railroad, the *Chicago North Shore and Milwaukee Railroad,* operated on a separate pair of tracks to the east (now the location of the Green Bay Trail).

The Village commenced with plans to extend Lincoln Avenue south of Elm Street shortly after completion of the railroad's lowering, purchasing private property in what is now Lincoln Avenue in 1947. At the time of Lincoln Avenue's layout, the *Chicago North Shore and Milwaukee Railroad* developed plans for a new station on the east embankment, along what is now the west side of Lincoln Avenue (Location of proposed station highlighted in *Figure 5* below). *Figure 5* depicts a slight curvature along the east line of Lincoln Avenue, which would allow the roadway to swing around the anticipated new station.

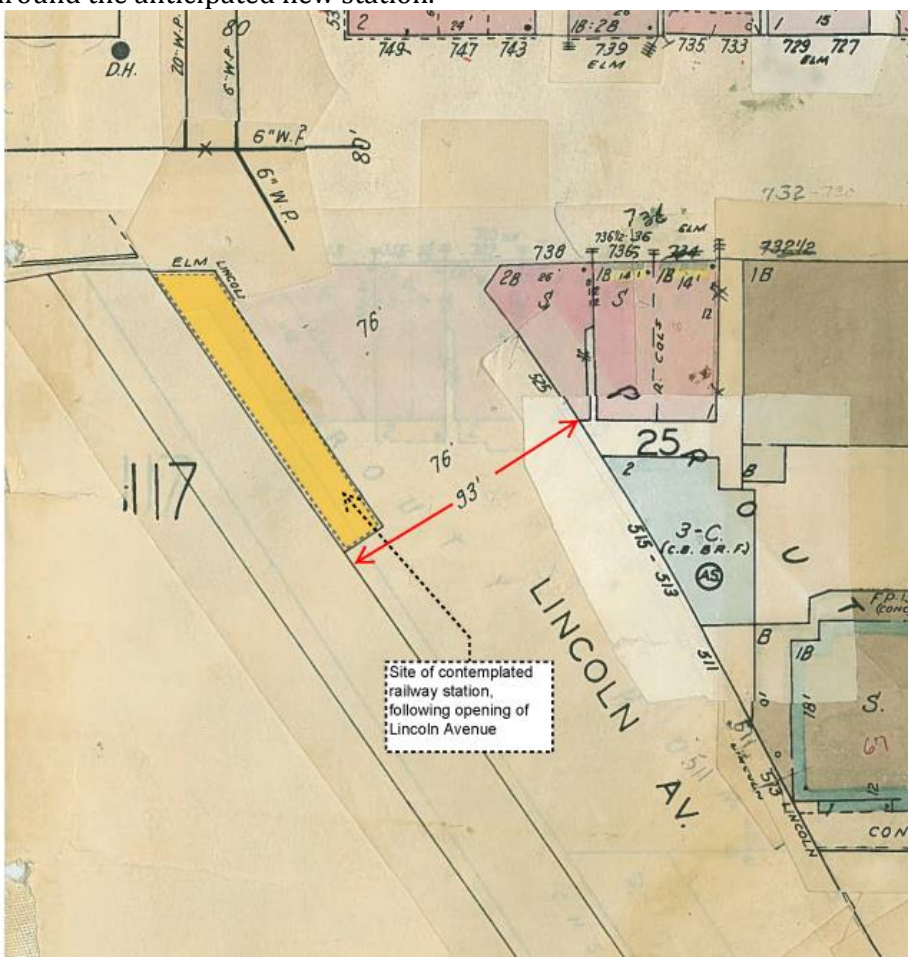


FIGURE 5

Due to ridership declines on the line following completion of the Edens expressway in 1951, the Chicago North Shore and Milwaukee railroad ceased service in 1955. Following abandonment, the Village acquired the former railroad right of way, including highlighted site of the railroad station, attributing to the extra width of the Lincoln Avenue right-of-way.

VI. APPLICANT'S PROPOSED CONSTRUCTION AND CONTRIBUTION TO PUBLIC PARKING & COMMUNITY GATHERING SPACE

As part of a public benefit component to the application, the Developer proposes to construct off-street public parking facilities. Parking facilities would be constructed on existing Village-owned parcels, and would remain under Village ownership and operation.

A. Village-owned Lincoln Avenue parking – Lincoln Avenue currently accommodates a total of 63 angle parking spaces, with 30 short term public parking spaces for visitors and shoppers at the north end of the block, and 33 long term spaces for commuters.

FIGURE 6

In the proposed reconfiguration of Lincoln Avenue, a majority of the existing angle parking spaces will be relocated below grade in order to narrow pavement width and increase the area dedicated to pedestrian amenities. Seven short term parking spaces would remain at street level along a narrowed Lincoln Avenue roadway.

In total, Lincoln Avenue's existing 63 parking spaces would be increased to a total of 204 spaces, with 197 spaces to be located in a two-level, below-grade parking facility. The parking facility would be accessed by a ramp descending from Lincoln Avenue near Oak Street, and would occupy a footprint which includes the paved area of Lincoln Avenue as well the adjacent 25' wide railroad embankment owned by the Village following abandonment by the former Chicago Milwaukee and North Shore Railroad.

B. Elm Street surface lot – The development plan calls for the existing Village owned surface lot at 710 Elm Street pictured below to be reconstructed, and the number of public parking spaces increased from 62 to 97 spaces. The additional 35 spaces proposed for this Village lot would be provided by excavating along the easterly edge of the existing lot and placing an additional "half level" of parking beneath the easterly portion of the surface lot.

VII. FACTORS FOR CONSIDERATION BY THE DESIGN REVIEW BOARD

The procedures outlined under Section 17.58 require consideration by three advisory boards (Design Review Board, Plan Commission and Zoning Board of Appeals), with each board reporting their recommendations to the Village Council. The Design Review Board shall provide comment and recommendations to the Village Council as to whether the building design, landscape plan and other proposed exterior aspects of the planned development are in conformity with the *Design Guidelines.*

General Guidelines Intent

The intent of these General Design Guidelines is to provide a standard that can be used to evaluate proposed commercial, mixed-use, multiple-family and institutional development in the Village of Winnetka. These guidelines require that new designs retain a contextual relationship with the existing character of the three individual commercial districts. The individual character of the commercial districts should be maintained and enhanced by careful consideration of the architectural styles, materials, scale, massing, setbacks and articulation and by proper attention to the surrounding landscaping and transitional zones adjacent to residential areas.

The pages that follow are an outline of the Village's Design Guidelines, intended to serve as a tool for the Board to evaluate the application for Consistency with those guidelines.

Written comments transmitted to Design Review Board

through 1/15/16

RAYNOR
DOOR COMPANY
www.raynordoor.com

1653 Winnetka Road
Northfield, IL 60093
Northshore : 847.[redacted]
Lake County : 847.[redacted]
Chicago : 773.[redacted]
Fax : 847.[redacted]

January 15, 2016

Dear Winnetka Design Review Board and Village Trustees

As a garage door company providing goods and services to Winnetka for the past 60 years, we strongly support the ONEWinnetka development. It has been shown through various studies that the retail space, underground parking and additional luxury residential; space will enhance Winnetka's appearance and foot print bringing revitalization to the downtown area.

We at Raynor hope to count on your leadership and support of this needed downtown renovation.

Sincerely,

John Bradley

President, Raynor Door Company

A Division of
Ralph Bradley Corporation

From: [redacted]
To: OneWinnetka
Subject: in favor of proposed development
Date: Saturday, January 09, 2016 11:38:47 AM

My wife and I are totally in favor of the ONE WINNETKA PROJECT
THERE ARE FAR TOO MANY VACANT RETAIL AND COMMERCIAL SPACES, WHICH EFFECT REAL ESTATE VALUES FOR EVERY HOME, BUSINESS AND RENTAL PROPERTY.
THIS LAND MARK WILL BRING NEW COMMERCIAL INTEREST AND HELP STABALIZE VALUES IN ALL SECTORS OF TOWN.

WE NEED MORE UPDATED INFO FROM THE VILLAGE FOR RESIDENTS TO GET BEHIND THIS VILLAGE SAVING PROJECT, WHICH IS BECOMING A GHOST TOWN!!!!
MOST RESIDENTS ARE EATING AND SHOPPING IN WILMETTE, EVANSTON, GLENCOE AND NORTHFIELD.

Dennis Niles
[redacted] spruce
Winnetka,il

Dear Winnetka Design Review Board and Village Trustees

As a Winnetka community member dedicated to our Village's health and vitality, I strongly support the ONEWinnetka development.

I believe the retail space, underground garage, and additional luxury residential space will enhance our community's appearance and bring needed revitalization downtown.

I'm not alone in my support. ONEWinnetka has hosted several community meetings over the last year, receiving positive feedback and support from hundreds of Winnetka residents and business owners.

I hope I can count on your leadership and support of this exciting new downtown development.We continue to prefer to "kick the can down the road' on important issues like these such as New Trier, Flood Infrastructure so this seems like a no brainer as it is privately funded. Let's act now so we keep up with the other communities around us who have already revitalized their downtowns!

Thank you.

Sincerely,

Mark Madigan

1250 Lindenwood Drive, Winnetka

From: ContactCouncil
To: OneWinnetka
Subject: FW: Public Comment on One WInnetka
Date: Tuesday, December 01, 2015 9:22:30 AM

From: Justine Hourihane [redacted]
Sent: Sunday, November 22, 2015 7:41 AM
To: ContactCouncil
Subject: Public Comment on One WInnetka

Dear Council Members,

I am writing to express two things. First, I would like to share my views on how the meetings are being run for the One WInnetka project. Second, I would like to express my concerns about the One WInnetka project.

First, as to the meetings, I attended both the planning commission meeting and the most recent Design Review board meeting. My husband and I moved to Winnetka in 2013. We are parents with young children. We hired a babysitter so we could attend the meeting because we felt it was important that our voices be heard on this project. We arrived at the meeting at 7:30 pm, stayed for TWO hours, and regretfully had to leave at 9:30 pm before public comment had even begun. I was frustrated to see that the meeting lacked structure and organization and the applicant was allowed to speak for considerable lengths of time without interjection by the Board and without ever clearly answering any of the Design Board's pointed questions. The presentation put on by the developer was onerous, repetitive and needlessly lengthy. My point in offering these comments is that the Council should consider putting time constraints for each portion of the meeting. For example, the meeting should be structured such that the applicant has 30 minutes to make his/her presentation and public comment begins promptly at a designated time such as 8:30 pm. Also, if the applicant is unable to answer a simple question such as "what is the height of your building in relation to the ones across the street?" the applicant should not be allowed to drone on onerously without ever answering the question. MY time is precious, as is my husband's and other members of the community who attend these meetings. It is patently unfair to structure a meeting such that the public comment doesn't even open up until 10 pm. The structure of these meetings is discouraging and preventing public comment. If the Board members and the Council could structure these meetings more effectively, less time would be wasted, and more valuable feedback from the public would be received on this project. If the Council/Boards will not change the structure then they should schedule separate meetings for public comment so the public voices can be heard.

Second, the standard of review as the Design Board discussed is that this building be contextual in the relationship it has to the other buildings in the village. Clearly, this development has NO contextual relationship to the other buildings. It's design is foreign and lacks any similarity to the beautiful tudor style buildings it surrounds. The scale of the building is wildly inappropriate and in direct violation of this village's zoning laws. The question before this board is an easy one to answer. This building has no context in this village. Unless the developer re-designs this building to resemble elements of the predominant tudor style or Georgian Revival style of the village hall, this development has no place in our town. While beautiful, it is inappropriate in its design and extremely out of context.

We moved from the city for a less urban environment to raise our family. We fell in love with the quaint beautiful downtown of Winnetka. We would love to see a new development in this location that echoes the beauty of this town that so many people love. A 62 foot parisian-style building is not the answer.

I encourage the Village of Winnetka to consult an independent architect with expertise in historic architecture such as Susan Benjamin (http://www.benjaminhistoric.com/) to consult on this project!

Thank you!

Justine Hourihane
[redacted] Prospect Avenue

Thursday December 10, 2015

To: Mr. Robert Fleck - Publisher - General Manager of Winnetka Talk
Mrs. Megan Maginity - Managing Editor of the Winnetka Current
and Fellow Winnetkans

P E R S O N A L O P I N I O N

Winnetka Governmental Officials
Have a pre-determined mindset for Mega Construction
for the Small Village of Winnetka

Common Sense has been TRAMPLED ON and ABANDONED by the Village of Winnetka Officials fixated on Super Duper Construction in a small Village (Winnetka) with only 24,500 in total population.

Previously, Our Current Village President financed one-half the cost of the North Winnetka Sewer Redevelopment Project by raising our Bi-Monthly Utility Bills instead of placing the entire cost of said sewer redevelopment for Hubbard Woods on our respective real estate tax bills which then could have been used as a deduction on our respective real estate tax bills when filling out our respective Illinois Income Tax Forms.

Now the Current Village of Winnetka Planning Commission has approved eight (8) to two (2), the Mega Construction Project proposed by David Trandel of Station Park L.L.C. Properties for the old Fell Properties. However the Current Village of Winnetka Planning Commission has been reported to the Illinois Attorney General for stifling and doing away with Audience Participation/Discussion immediately before the crucial eight (8) to two (2) Vote in favor of Winnetka Mega Construction (In Violation of the Illinois Open Meeting Law).

I believe it is in the best interest of Every Adult Winnetka Resident to attend the Jan 5th; 19th; Feb 2nd; & Feb 16th 2016 Village Council Meeting; And urge the Winnetka Village President and Winnetka Village Trustees to scrap this Mega Construction - One-half (1/2) of which will be paid for by You Mr. & Mrs. Winneta via Special Fees and/or debiting the Winnetka Village Account currently @ Harris Bank Winnetka, where THE Current Village President used to Work.

Sincerely,

Peter E. Gelderman

Peter E. Gelderman
[redacted] Tower Road
Winnetka, Illinois 60093

See Next Page

December 10, 2015

DEAR FELLOW WINNETKANS;

The One Winnetka Mega Construction Project by Winnetka Station L.L.C. owned by David Trandel should be discarded by the good people of Winnetka and their Representatives, The Winnetka Village Trustees.

BECAUSE:

1. One Winnetka will adversely impact the Green Bay Trail & Reduce the Lincoln Ave. Roadway between Elm & Oak Streets to one (1) Lane. Auto congestion on Elm Street (An East to West Street) will increase two-fold.

2. The Village of Winnetka is being asked by the Winnetka-One Developer to make massive/expensive Infrastructure Changes <u>at Village Expense</u> i.e. An Underground garage built into the Bluff (east of the Green Bay Trail and Union Pacific Rail Flatform.) This massive/expensive Infrastructure will severly task the Winnetka Village Manager and and the Regular Village Workforce from their regular duties. As a 25 year College Educated Homeowner, I must in all Frankness and Candor say to each every one of You Good Residents of Winnetka that the Village of Winnetka would be better off completing the Sewer/Water Run Off Plan for the Southern Half of Winnetka as well as moving the Main Winnetka Post Office to the Fell Properties.

3. The Village of Winnetka is seeking suggestions for the Fell Properties that still contain two (2) operating businesses on Elm Street. Further possibilities are Restaurants, an Irish Pub, as well as a Conney's/Walgreens Drug Store.

The Winnetka Public Zonning Board meets on Monday December 14 2015 at 7 PM. at the Winnetka Village Hall 2nd Floor.

Peter E. Gelderman
896 Tower Road
Winnetka, Illinois 60093
Tel: [redacted]

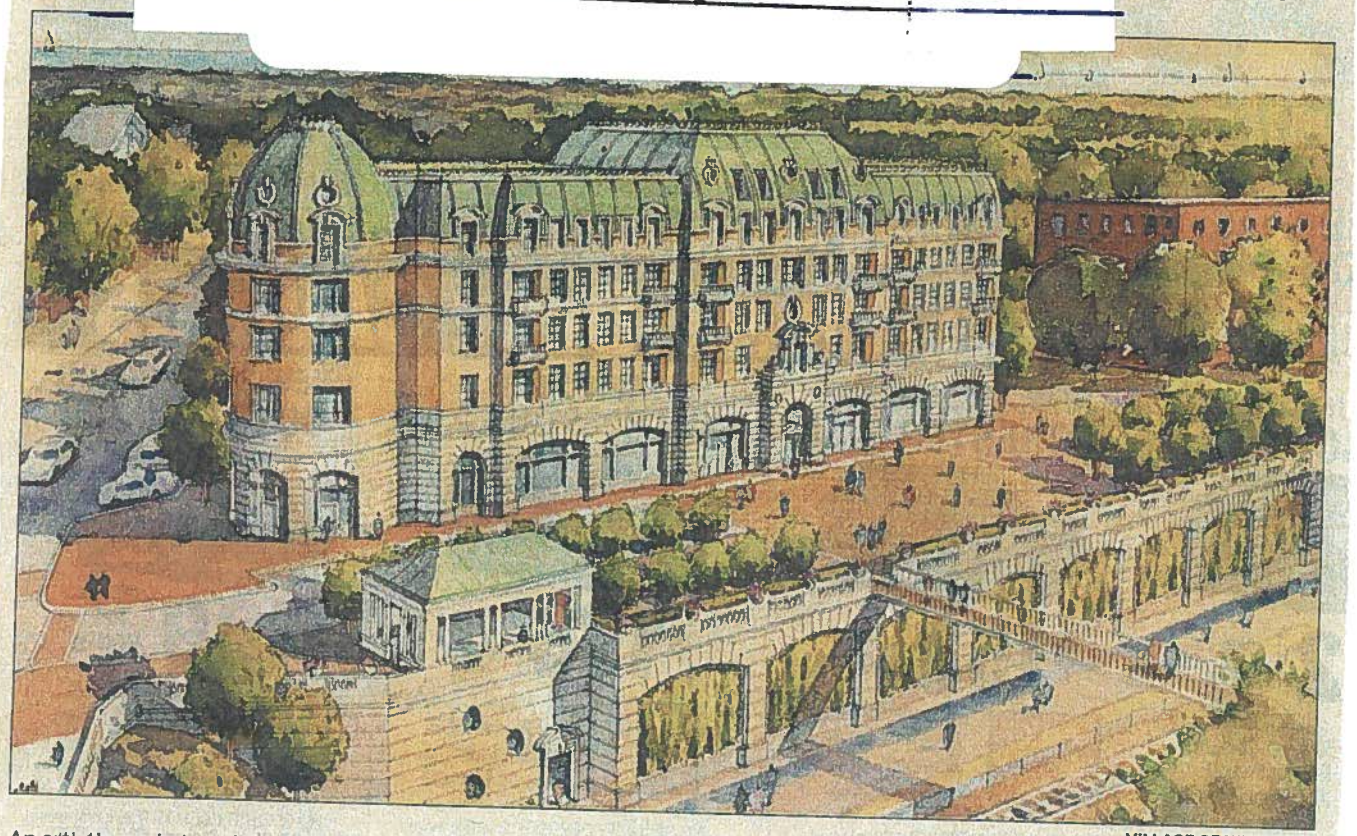
The End

$1.50 Thursday, October 8, 2015

One Winnetka OK'd

Plan commission votes 8-2 to approve multi-use development.

Page 6



An artist's rendering of the One Winnetka development.

VILLAGE OF WINNETKA

See Next Page

From:	Frank Petrek
To:	Brian Norkus
Cc:	Frank Petrek
Subject:	FELL PROPOSAL -- DRB --- 15-10-PD INAPPROPRIATE DESIGN
Date:	Thursday, November 19, 2015 4:03:00 PM

TO: WINNETKA DESIGN REVIEW BOARD 19 NOV '15

RE: CASE# 15-10-PD (STONESTREET DEVELOPMENT OF 511 Lincoln Avenue, etc. "FELL SITE")

HEIGHT RESTRICTION	**45 FEET**	
HEIGHT OF PROPOSAL	**70 FEET (6th floor)**	**155% OVER LIMIT**
	59 FEET (5th floor)	**131% OVER LIMIT**

17.58.040 C. Building Height
The maximum building height permitted in the planned development shall not exceed 45 feet. Notwithstanding the foregoing, the height limitation may be modified by taking into consideration other buildings in the vicinity, consistency with goals in the Comprehensive Plan, accommodation of parking and open space requirements and their compatibility with adjoining properties.

The proposed height is not appropriate **in connection with the building permit request because it is out of scale with every building in the area and every adjoining property.**

The primary functions of the Design Review Board are to:

Hold hearings on the issuance of Certificates of Appropriateness of design for external architectural features and site improvements in connection with building permit and sign permit requests for multifamily, institutional and commercial structures.

Make findings and recommendations to the Village Council regarding Certificates of Appropriateness that are part of any building, zoning or development application that requires final approval by the Village Council.

It is respectfully submitted that the Design Review Board recommend against approval of the 15-10-PD because of the height which is incompatible with every structure in the area.

Frank R. Petrek, Jr.
711 Oak Street

From: Megan Pierce
To: OneWinnetka
Subject: FW: "One Winnetka"
Date: Wednesday, November 18, 2015 10:20:47 AM

-----Original Message-----
From: Jan Pavlovic [mailto:snofro@comcast.net]
Sent: Tuesday, November 17, 2015 8:11 PM
To: ContactCouncil
Subject: "One Winnetka"

I understand that the overwhelmingly negative feedback to the proposed "Winnetka One" project has been largely ignored.

Regardless, I would like to add my voice to the effort to save our village from this stylistically inappropriate, illegally oversized and neighbor-unfriendly structure. Such an ill thought out building will be an eyesore in our otherwise contiguous village for decades to come.

It is questionable to many residents why such an unpopular project has been so insistently promoted by only a few people - in the face of public sentiment and historic president.

Whatever the reason, I hope that the spirit of community will ultimately prevail, and an entirely different - Winnetka appropriate -plan will be developed instead.

Jan Pavlovic
Plum Tree Lane

Sent from my iPhone

From:	Lisa DiChiera
To:	Brian Norkus
Cc:	Richard Sobel [redacted]
Subject:	Design Review Board meeting tonight
Date:	Thursday, November 19, 2015 10:07:01 AM
Attachments:	LandmarksIllinois_Winnetka_Plan Comm Let_Fell Store_July22, 2015.pdf

---

Brian,
Could you please provide our last letter on the Fell Store to John Swierk for tonight's Design Review Board meeting. Thanks so much.
Lisa

Lisa DiChiera
Director of Advocacy
Landmarks Illinois

30 N. Michigan Avenue, Suite 2020, Chicago, IL 60602
O: 312-922-1742 Landmarks.org Facebook Twitter
People saving places. Join us today. Memberships begin at $35.

LANDMARKS
ILLINOIS
People saving places.

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Vice Chairman
& General Counsel

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Jeffrey Goulette
Philip Hamp
Colleen Reitan
Robin Schabes
Martin V. Sinclair, Jr.
Anne B. Voshel

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Sandra Rand
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**Life Director*

CHAIRMAN EMERITUS

Richard Miller

30 N. Michigan Ave.
Suite 2020
Chicago, IL 60602
www.Landmarks.org

July 21, 2015

Ms. Tina Dalman, Chair
Winnetka Plan Commission
Village of Winnetka
510 Green Bay Road
Winnetka IL 60093

RE: Fell Company Store, 511 Lincoln, Winnetka

Dear Ms. Dalman and Members of the Plan Commission:

In August 2008 we reached out to your Commission during its review of a New Trier Development proposal to replace the Fell Company Store with a four-story building containing retail, condominiums, and underground parking. Landmarks Illinois urged the Commission to request that New Trier Development explore ways to incorporate the Fell Company Store into its redevelopment plan. Our position remains the same today with the currently proposed redevelopment of the site by Stonestreet Partners.

As noted in our 2008 letter, the Fell Company Store's architect, Walter H. Sobel, designed the building to allow for future expansion, specifically for the possible addition of up to three stories for residential units. In addition, there have been many public comments regarding the current proposal's Beaux-Arts design and scale as not fitting downtown aesthetically. The Fell store is representative of high-end, modern commercial design that is still desirable today in many new developments. The building has clean lines and refined use of details and materials that would be cost exorbitant to replicate today. We hope the Commission will urge Stonestreet to consider the alternative design option of incorporating the Fell Store, which could also reduce the cost and construction time of the project by reusing an existing structure, and using its modern design as inspiration for a larger project.

Mr. Sobel was a well-known North Shore architect and the Fell Store, completed in 1968, in 1970 won an Outstanding Merit Award for the planning and design of a small department store from the Institute of Store Planners and the National Association of Store Fixture Manufacturers. This high-quality building deserves a second look.

We hope the Commission will request Stonestreet to consider this approach, which could provide a win-win situation for everyone. As always, Landmarks Illinois is willing to assist in any way possible.

Sincerely,

Lisa DiChiera

Lisa DiChiera
Director of Advocacy

cc: Brian Norkus, Assistant Director, Community Development

From:	whsobel@aol.com
To:	OneWinnetka
Subject:	Petition in Support of Preservation and Adaptive Reuse of the Fell Building
Date:	Monday, November 16, 2015 3:37:26 PM
Attachments:	FellsFuture.petition.100615.pdf

Please find attached a "Petition in Support of Preservation and Adaptive Reuse of the Fell Building" signed by Winnetka and area residents at a talk at the Winnetka Public Library, 10/6/15 on "Architectural Gem: The Fell Project, Then (1966) and Now (2016). Copies of the handouts from the talk are available from the reference desk at the Winnetka Library. Thank you.

RS
"Fell's Future"

Walter H. Sobel, FAIA z"l
Walter H. Sobel, FAIA & Associates

Petition in Support of Preservation and Adaptive Reuse of the Fell Building in Winnetka, 2015.

We support preservation and adaptive reuse of the Fell Building, including residential designs, and ask the Village Boards to encourage development to incorporate the Fell project into their plans.

Name	Address	Email/phone
1. Chris West	329 Greenleaf Wilmette Ill	CAWEST@IX.NETCOM.COM
2. Sam Evins	130 Rockside Lane Glencoe Ill 60022	Samuel.Evins@comcast.Net
3.		
4. STEVE LOME	1549 N OAKLEY CHICAGO, IL 60645	swlome2000@gmail.com
5. Barbara Mleczko	1030 Arbor Ln Northfield IL 60093	BozMleczko@aol.com
6. Lindsay Malan	100 E. Prospect, Lake Bluff, IL 60044	
7. Ruth Allen	265 W White Oak Lane, Winnetka, IL 60093	
8. PETER MILLRAT	524 LAKE AVE, WILMETTE	
9. Lisa Zimmerman	720 S. Dearborn #211, Chicago	Lisa.Zimmerman@RIN.com
10. Ted Eller	661 Spruce Winnetka	tedellerjr@gmail.com
11. Katie Coath	1167 Willow Winnetka	coath1167@comcast.net
12. Dick Coath	1167 Willow Winnetka	coath1167@comcast.net
13. Angus Ormos	2561 Mass in Cambridge MA	
14. Neil BRIEF	4214 Suffield Court	Skokie enbrief@juno
15. Sholeh Edwards	382 Fairview AV	Winnetka Sholehe@hotmail

ONE WINNETKA

DESIGN REVIEW BOARD – IMPROVEMENTS & CLARIFICATIONS

January 21, 2016

LUCIEN LAGRANGE STUDIO

DESIGN IMPROVEMENTS SINCE 11/19/15

- Reduction in height of East Building from 62’-10” to 45’-0”
- Various architectural changes to East Building including 20’-0” setbacks
- Addition of attic story & terrace above 4 of 5 Town Houses (setback 15’-0”)

PREVIOUS ELM STREET ELEVATION

LUCIEN LAGRANGE STUDIO

NEW ELM STREET ELEVATION

LUCIEN LAGRANGE STUDIO

5 LEVELS @ 60’ - 4”
10’-0” SETBACK TERRACES

TOWN HOMES: 3 LEVELS

PREVIOUS

4 LEVELS @ 45’ - 0”
20’ SETBACK TERRACE

TOWN HOMES 4TH LEVEL
WITH 15’-0” SETBACK

NEW

ONE WINNETKA

COMPARATIVE ELM STREET ELEVATIONS

LUCIEN LAGRANGE STUDIO

VIEW FROM ELM STREET

EAST ELEVATION

ELM STREET ELEVATION

ONE WINNETKA

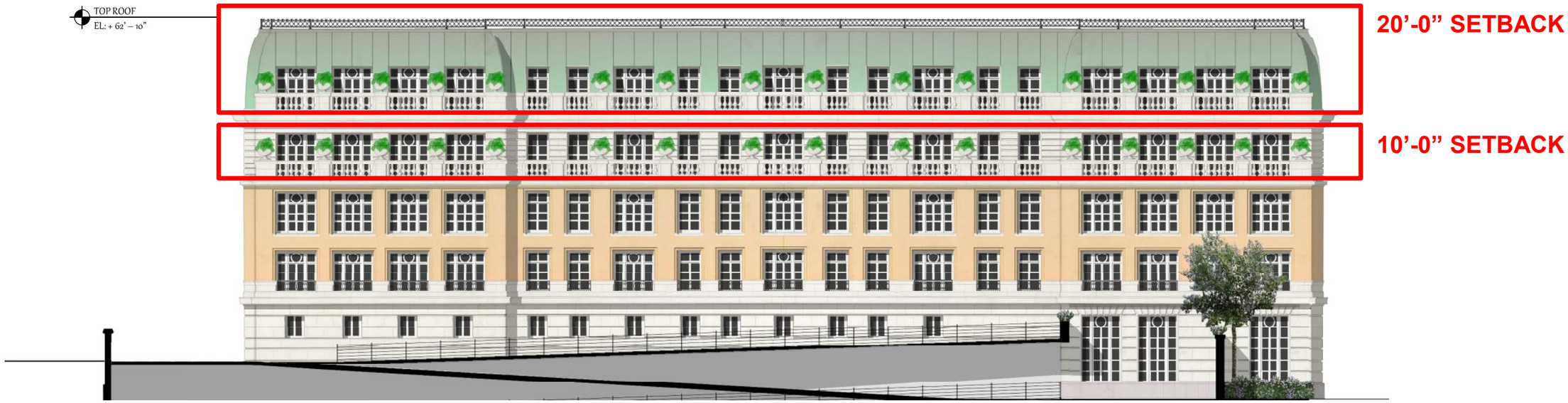
PREVIOUS EAST ELEVATION

LUCIEN LAGRANGE STUDIO

ONE WINNETKA

NEW EAST ELEVATION

LUCIEN LAGRANGE STUDIO



PREVIOUS

NEW

ONE WINNETKA

COMPARATIVE EAST ELEVATIONS

LUCIEN LAGRANGE STUDIO

PREVIOUS SOUTH ELEVATION

ONE WINNETKA

LUCIEN LAGRANGE STUDIO

ONE WINNETKA

NEW SOUTH ELEVATION

LUCIEN LAGRANGE STUDIO

PREVIOUS

NEW

ONE WINNETKA

COMPARATIVE SOUTH ELEVATIONS

LUCIEN LAGRANGE STUDIO

11/19/15 DRB COMMENTS & QUESTIONS

- Review the overall design to follow the Village Design Guidelines
- What is the relationship between the north side of Elm Street with the proposed design on the south side of Elm Street?
- Review and consider the retail height proportions at street level to follow the Village Design Guidelines.
- The design scale and various heights of the proposed development do not meet the current design standards established by the Village of Winnetka.

11/19/15 DRB COMMENTS & QUESTIONS

- Review the overall design to follow the Village Design Guidelines
- What is the relationship between the north side of Elm Street streetscape with the proposed design on the south side of Elm Street?
- Review and consider the retail height proportions at street level to follow the Village Design Guidelines.
- The design scale and various heights of the proposed development do not meet the current design standards established by the Village of Winnetka.

ELM STREET LOOKING WEST

V.O.W. Design Guidelines, pg. 1:
INTRODUCTION

"The Village of Winnetka seeks to maintain the high quality of its business districts' built environment, with development that is attractive and consistent with a pedestrian-oriented town center character."

915 SHERIDAN ROAD
"EDGECLIFF"

PHOTO: ZILLOW

808 HILL ROAD

PHOTO: HIRA ARCHITECTS

PRIVATE RESIDENCE

78 INDIAN HILL ROAD
"LA LANTERNE"

PHOTO: ZILLOW

BIRCH STREET RESIDENCE

LINDEN STREET RESIDENCE

KEY CONCEPT: French Classical architecture is represented by many of Winnetka's finest homes, past & present.

VILLAGE HALL

FAITH, HOPE & CHARITY

SKOKIE SCHOOL

Winnetka Congregational

KEY CONCEPT: A majority of the prominent buildings in Winnetka are classical.

V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM:
The breakdown of the building façade into horizontal bands provides human scale & proportion to the façade…A building base, middle & top should be strongly articulated through materials, details and changes in plane of the wall.

V.O.W. Design Guidelines, pg. 12:

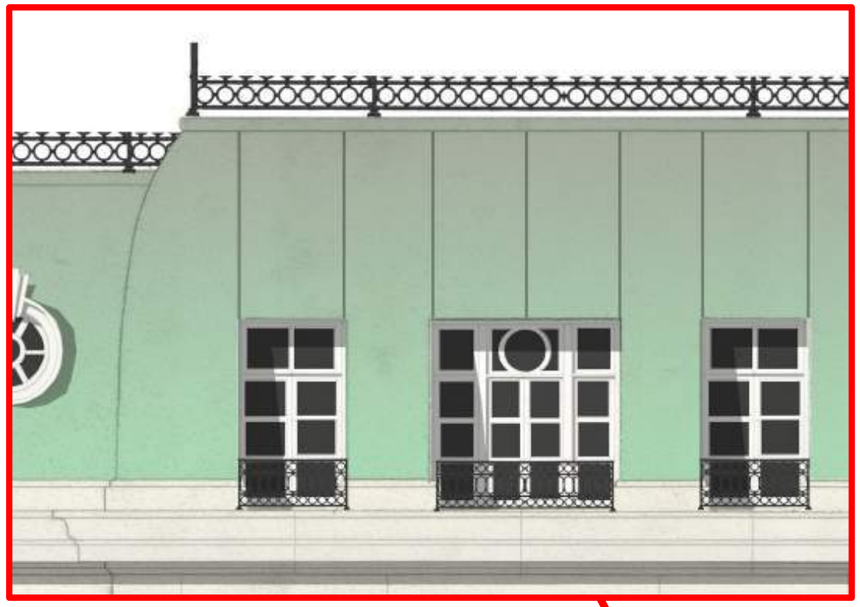
VI: Proportion / Scale
b. VERTICAL RHYTHM:
The breakdown of the building facades into vertical bays creates a sense of progression and scale to the streetwall…Vertical rhythms break down the length of a building…Fenestration patterns will emphasize vertical rhythms.

V.O.W. Design Guidelines, pg. 16:

VII: Articulation
a. ENTRIES: COMMERCIAL & MIXED USE
1. Hierarchy: Public entrances should be large scale, open & inviting…Private entries should be more opaque & integrated into the façade.
2. Location: Public entrances should be located along the main thoroughfares & at corners. Private entrances should be located centrally for a multiple bay building.

KEY CONCEPT: Formality appropriate to face large open space & civic buildings.

LINCOLN AVENUE ELEVATION

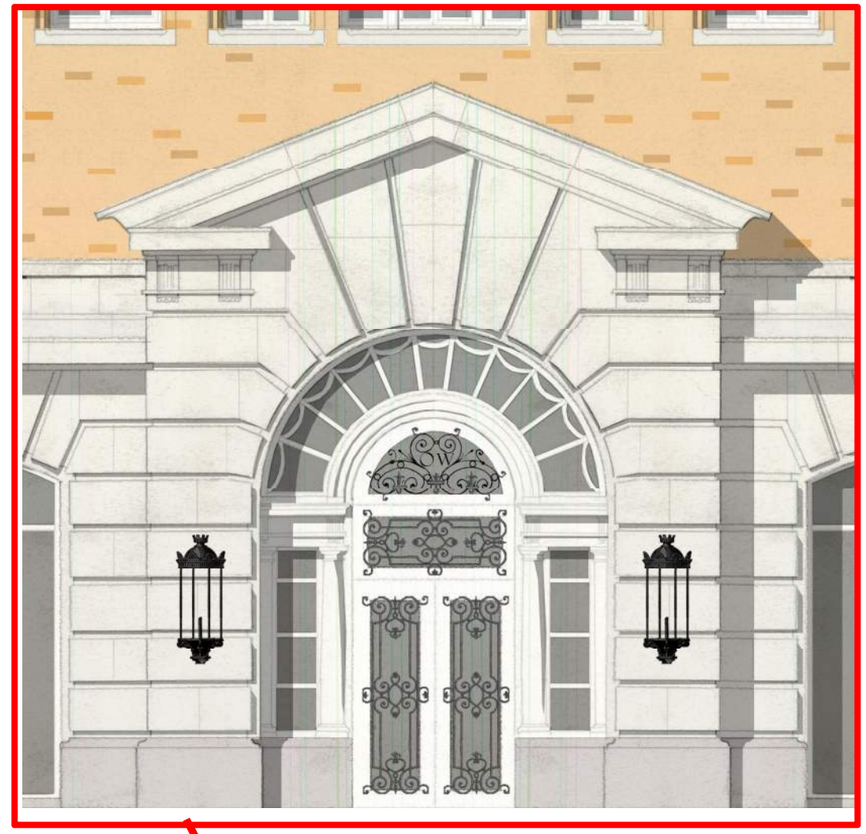


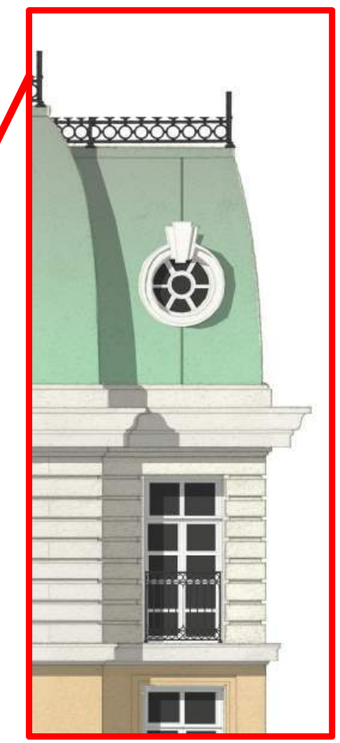
V.O.W. Design Guidelines, pg. 13:

VI: Proportion / Scale
c. FAÇADE ARTICULATION:
Articulation is achieved through the combination of materials, introduction of detailing and changes in plane of the façade.

V.O.W. Design Guidelines, pg. 15:

VI: Proportion / Scale
e. HIERARCHY: The prioritization of certain building masses, components or elements over others…Public or retail spaces should be open & inviting. Private spaces should have a separate entrance articulated independently.





ONE WINNETKA

LINCOLN AVENUE ELEVATION - DETAILS

LUCIEN LAGRANGE STUDIO

V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM:
The breakdown of the building façade into horizontal bands provides human scale & proportion to the façade…A building base, middle & top should be strongly articulated through materials, details and changes in plane of the wall.

V.O.W. Design Guidelines, pg. 12:

VI: Proportion / Scale
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The breakdown of the building facades into vertical bays creates a sense of progression and scale to the streetwall…Vertical rhythms break down the length of a building…Fenestration patterns will emphasize vertical rhythms.

V.O.W. Design Guidelines, pg. 16:

VII: Articulation
a. ENTRIES: COMMERCIAL & MIXED USE
1. Hierarchy: Public entrances should be large scale, open &
2. Location: Public entrances should be located along the main thoroughfares & at corners.

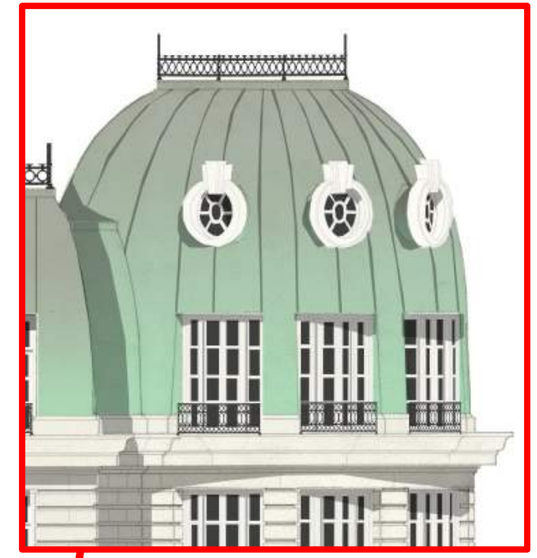
KEY CONCEPT: Intimate & varied scale to enhance Elm Street.

V.O.W. Design Guidelines, pg. 15:

VI: Proportion / Scale
e. HIERARCHY:
The prioritization of certain building masses, components or elements over others…Public or retail spaces should be open & inviting.

V.O.W. Design Guidelines, pg. 26:

IX: Service, Secondary Facades & Parking Structures
c.PARKING STRUCTURES:
Parking structures at a commercial development should be incorporated so that the blend with the architecture of the development….Building materials, details & articulation should be consistent with the development.



V.O.W. Design Guidelines, pg. 17:

VII: Articulation
b.WINDOW FENESTRATION:
Punched single or ganged windows are required at upper floors but prohibited at street level on primary facades. A combination of ganged & single units is encouraged within the punched openings to provide hierarchy to the façade.

ONE WINNETKA

ELM STREET ELEVATION

LUCIEN LAGRANGE STUDIO

V.O.W. Design Guidelines, pg. 12:

VI: Proportion / Scale
b. VERTICAL RHYTHM:
Structural bays should be articulated on the façade to add interest, scale, proportion & detail. Bays should be recessed and / or projected to provide a variety of plane changes, interest & shadows….The use of decorative architectural elements is highly encouraged….Variation of materials is encouraged.

V.O.W. Design Guidelines, pg. 14:

VI: Proportion / Scale
d. FENESTRATION:
Windows should be recessed back from the plane of the building façade to create additional articulation & shadow.

Commercial & Mixed Use; Primary Facade: At least 60% of the first floor façade is to be windows/store entrances. Between 25% & 40% of the upper floor [facades] are to be windows.

V.O.W. Design Guidelines, pg. 17:

VII: Articulation
b.WINDOW FENESTRATION:
Punched single or ganged windows are required at upper floors but prohibited at street level on primary facades. A combination of ganged & single units is encouraged within the punched openings to provide hierarchy to the façade.

KEY CONCEPT: Rich detail and inviting storefronts.

V.O.W. Design Guidelines, pg. 17:

VII: Articulation
b.WINDOW FENESTRATION: Punched single or ganged windows are required at upper floors but prohibited at street level on primary facades. A combination of ganged & single units is encouraged within the punched openings to provide hierarchy to the façade.

V.O.W. Design Guidelines, pg. 16:

VII: Articulation
a. ENTRIES: MULTIPLE FAMILY RESIDENTIAL
2. Location:… Garage entrances should be located toward a secondary street, alley or away from the pedestrian way.

KEY CONCEPT: Dignified & detailed motor court, discreet service area.

ONE WINNETKA

SOUTH ELEVATION

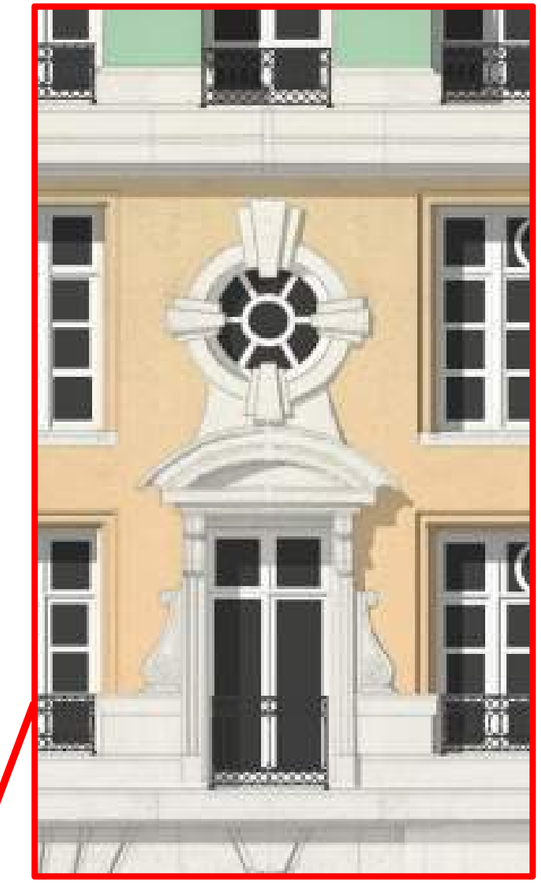
LUCIEN LAGRANGE STUDIO

V.O.W. Design Guidelines, pg. 12:

VI: Proportion / Scale
b. VERTICAL RHYTHM: ….The use of decorative architectural elements is highly encouraged ….Variation of materials is encouraged.

V.O.W. Design Guidelines, pg. 16:

VII: Articulation
a. ENTRIES: COMMERCIAL & MIXED USE
3. Detail: …Residential entries should be clearly identified and dignified.



ONE WINNETKA

SOUTH ELEVATION - DETAILS

LUCIEN LAGRANGE STUDIO

V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM:
The breakdown of the building façade into horizontal bands provides human scale & proportion to the façade…A building base, middle & top should be strongly articulated through materials, details and changes in plane of the wall.

V.O.W. Design Guidelines, pg. 12:

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The breakdown of the building facades into vertical bays creates a sense of progression and scale…Vertical rhythms break down the length of a building…Fenestration patterns will emphasize vertical rhythms.

V.O.W. Design Guidelines, pg. 13:

VI: Proportion / Scale
c. FAÇADE ARTICULATION:
Articulation is achieved through the combination of materials, introduction of detailing and changes in plane of the façade.

KEY CONCEPT: Massing & setbacks break down scale.

ONE WINNETKA

EAST ELEVATION

LUCIEN LAGRANGE STUDIO

V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM:
The breakdown of the building façade into horizontal bands provides human scale & proportion to the façade…A building base, middle & top should be strongly articulated through materials, details and changes in plane of the wall."

V.O.W. Design Guidelines, pg. 17:

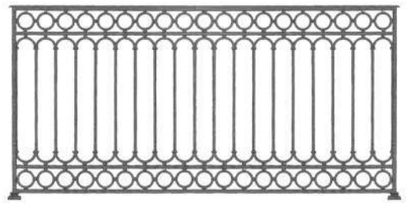
VII: Articulation
b.WINDOW FENESTRATION:
Punched single or ganged windows are required at upper floors but prohibited at street level on primary facades. A combination of ganged & single units is encouraged within the punched openings to provide hierarchy to the façade.

ONE WINNETKA

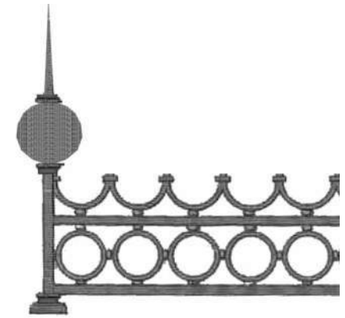
EAST ELEVATION - DETAILS

LUCIEN LAGRANGE STUDIO

METAL ROOF



IRON RAILING



ORNAMENTAL RAILING

CLEAR LOW-E GLASS

ALUMINUM CLAD WOOD
ORNAMENTAL WINDOW

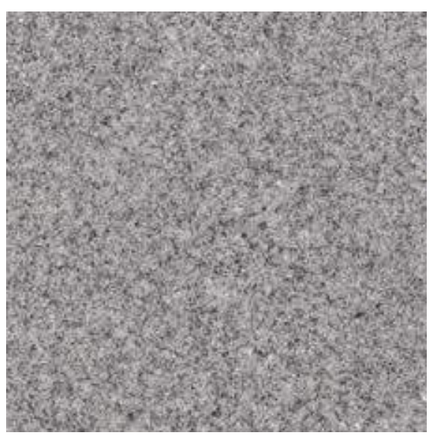
ALUMINUM CLAD WOOD
RESIDENTIAL WINDOW

V.O.W. Design Guidelines, pg. 23:

VIII. Materials

COMMERCIAL & MIXED USE:
"Acceptable materials include modular brick, rough faced or dressed limestone and exterior grade stucco with wood trim. Wood, aluminum or vinyl siding, metals [when used as wall], rough / random lannon stone, concrete block and glass block are not acceptable materials."

MULTIFAMILY RESIDENTIAL
"Acceptable materials include modular brick, limited areas of dressed limestone and exterior grade stucco with wood trim. Wood siding is allowed on secondary facades [...] only. Aluminum or vinyl siding, metals [when used as wall], rough / random lannon stone, concrete block and glass block are not acceptable materials. EIFS may be allowed if the location is limited to the second floor facades or higher and the finish resembles troweled exterior grade stucco."



GRANITE

LIMESTONE

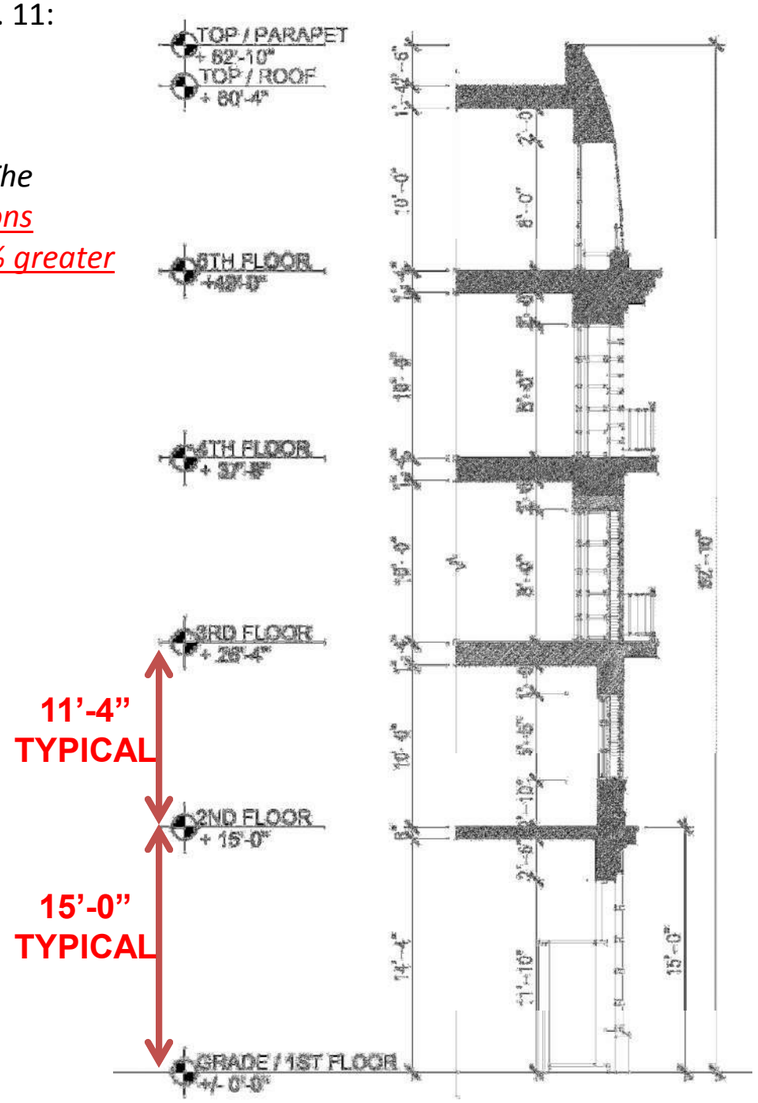
BRICK

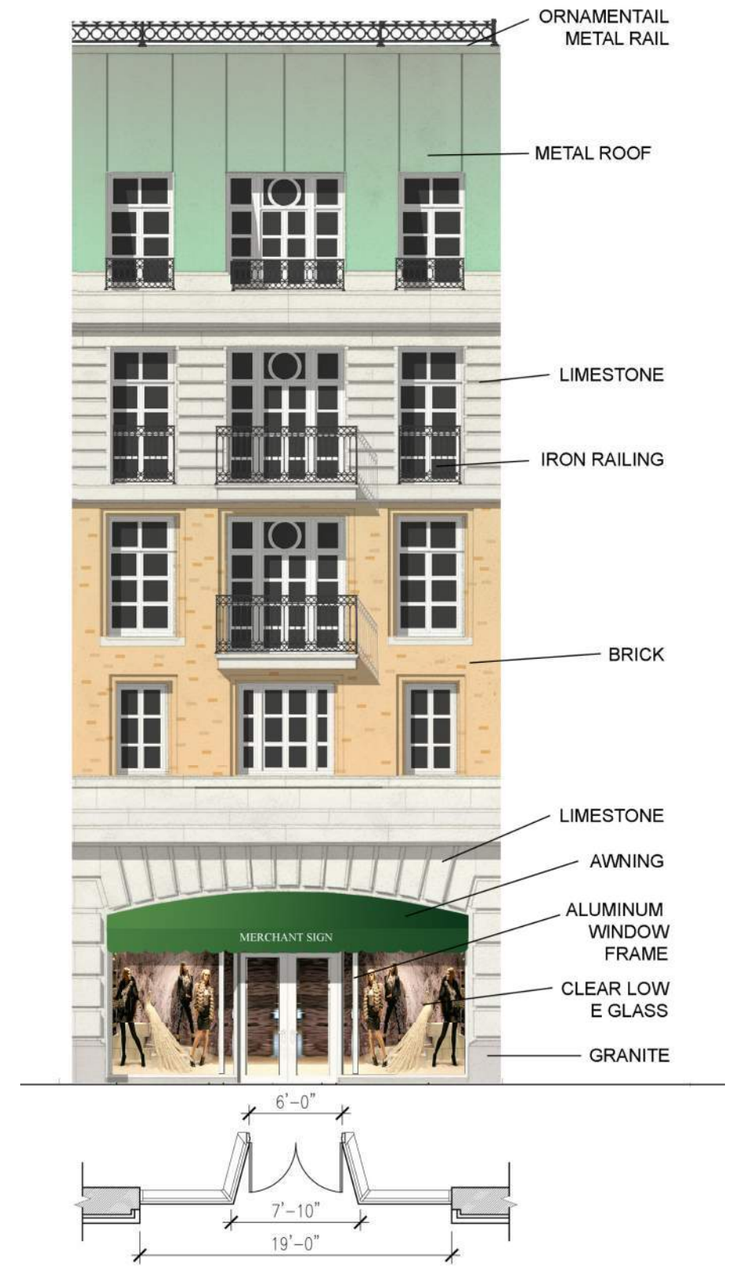
STOREFRONT WINDOW WITH PAINTED
ALUMINUM FRAME

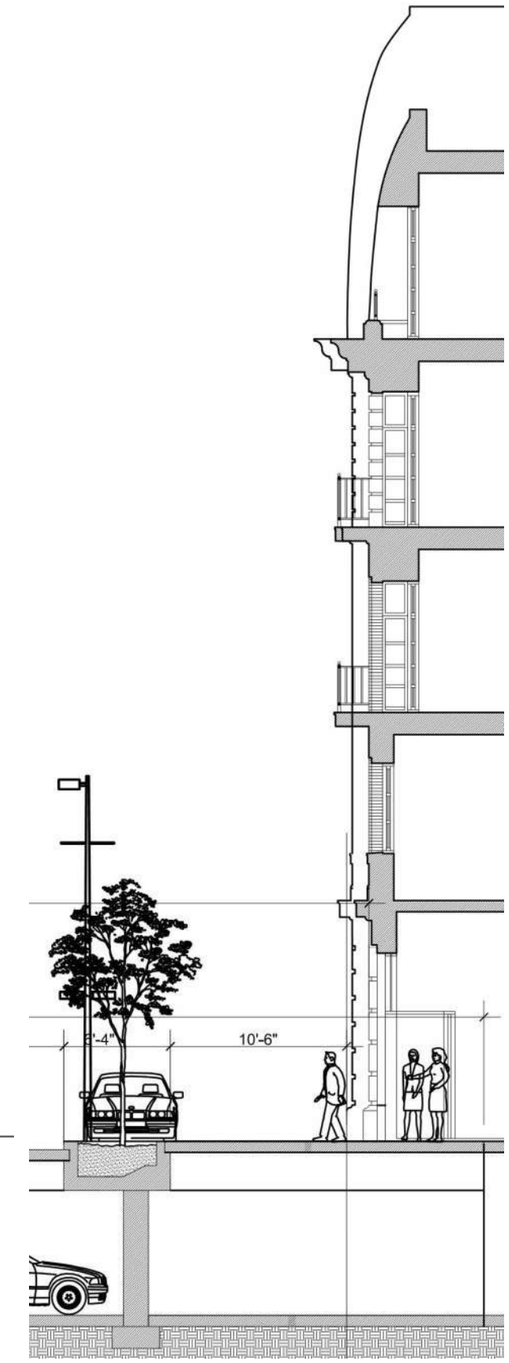
V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. <u>HORIZONTAL RHYTHM</u>
Commercial & Mixed Use:…The height of <u>street level elevations (floor to floor)</u> should be <u>20% greater than the upper floor to floor</u> dimensions.

15’-0” > 11’4” BY 25%



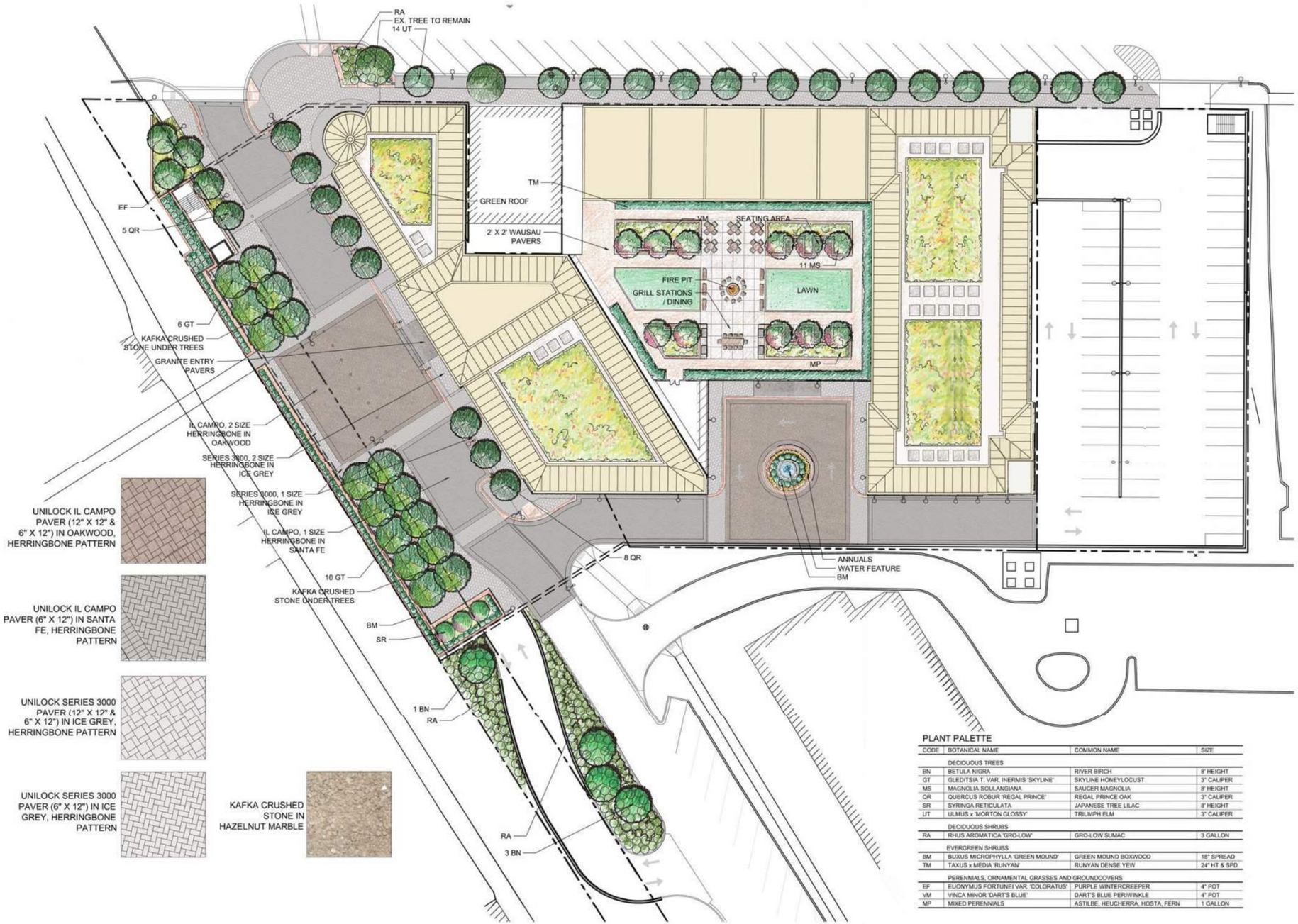




ONE WINNETKA

BAY DETAIL - LINCOLN AVENUE FACADE

LUCIEN LAGRANGE STUDIO



PLANT PALETTE

CODE	BOTANICAL NAME	COMMON NAME	SIZE
	DECIDUOUS TREES		
BN	BETULA NIGRA	RIVER BIRCH	8' HEIGHT
GT	GLEDITSIA T. VAR. INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	3" CALIPER
MS	MAGNOLIA SOULANGIANA	SAUCER MAGNOLIA	8' HEIGHT
QR	QUERCUS ROBUR 'REGAL PRINCE'	REGAL PRINCE OAK	3" CALIPER
SR	SYRINGA RETICULATA	JAPANESE TREE LILAC	8' HEIGHT
UT	ULMUS x 'MORTON GLOSSY'	TRIUMPH ELM	3" CALIPER
	DECIDUOUS SHRUBS		
RA	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	3 GALLON
	EVERGREEN SHRUBS		
BM	BUXUS MICROPHYLLA 'GREEN MOUND'	GREEN MOUND BOXWOOD	18" SPREAD
TM	TAXUS x MEDIA 'RUNYAN'	RUNYAN DENSE YEW	24" HT & SPD
	PERENNIALS, ORNAMENTAL GRASSES AND GROUNDCOVERS		
EF	EUONYMUS FORTUNEI VAR. 'COLORATUS'	PURPLE WINTERCREEPER	4" POT
VM	VINCA MINOR 'DART'S BLUE'	DART'S BLUE PERIWINKLE	4" POT
MP	MIXED PERENNIALS	ASTILBE, HEUCHERRA, HOSTA, FERN	1 GALLON

ONE WINNETKA

LANSCAPE SITE PLAN

DANIEL WEINBACH & PARTNERS Ltd.

V.O.W. Design Guidelines, pg. 27:

PUBLIC SPACES / STREETSCAPES

X. Pedestrian Zones & Circulation
Attention should be paid to ensure all pedestrian zones created, altered & amended…enhance Winnetka's pedestrian friendly character.

V.O.W. Design Guidelines, pg. 30:

X. Pedestrian Zones & Circulation
4. Decorative Paving: Decorative brick pavers should be used along sidewalks, at corners and in plazas to enhance the attractiveness of an area and to define pedestrian activity areas.

V.O.W. Design Guidelines, pg. 35:

X. Pedestrian Zones & Circulation
d. Pedestrian Zone Landscaping: Streetscapes within the business districts…should be designed to provide pedestrians with shade & visual character.

V.O.W. Design Guidelines, pg. 40:

X. Pedestrian Zones & Circulation
2. Corner Bump Outs: The village encourages the use of bump outs or widened walkways at street corners.

V.O.W. Design Guidelines, pg. 67:

XV: Open Space
a. Purpose:…encourage pedestrian circulation… *CREATE GATHERING POINTS FOR VILLAGE EVENTS AND ACTIVITIES.*

UNILOCK IL CAMPO PAVERS

OAKWOOD

SANTA FE

WAUSAU PRECAST PAVERS

UNILOCK SERIES 3000 PAVERS

ICE GREY

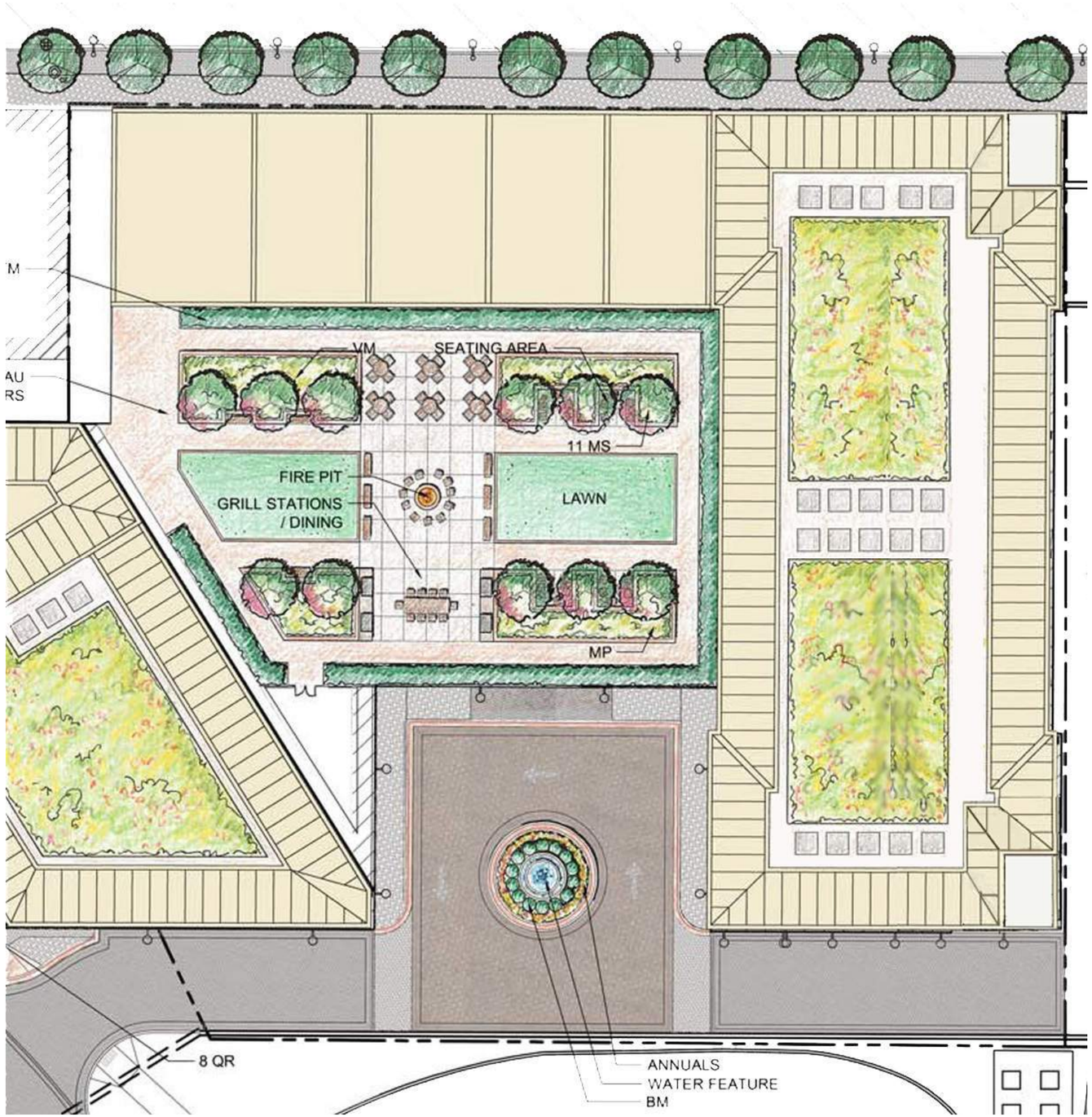
ENTRY MARBLE PAVERS IN
ECHO LAKE (COLDSPRING)

KAFKA DECORATIVE CRUSHED STONE

HAZELNUT MARBLE

V.O.W. Design Guidelines, pg. 30:

X. Pedestrian Zones & Circulation
4. Decorative Paving: Decorative brick pavers should be used along sidewalks, at corners and in plazas to enhance the attractiveness of an area and to define pedestrian activity areas.



ONE WINNETKA

ENLARGED LANDSCAPE PLAN – MOTOR COURT

DANIEL WEINBACH & PARTNERS Ltd.

FIRE PIT ON AMENITY DECK

DECORATIVE FOUNTAIN AT ENTRY DRIVE

REGAL PRINCE OAK

TRIUMPH ELM

JAPANESE TREE LILAC

SAUCER MAGNOLIA

BOXWOOD

DENSE YEW

GRO-LOW SUMAC

PERIWINKLE

PURPLELEAF WINTERCREEPER

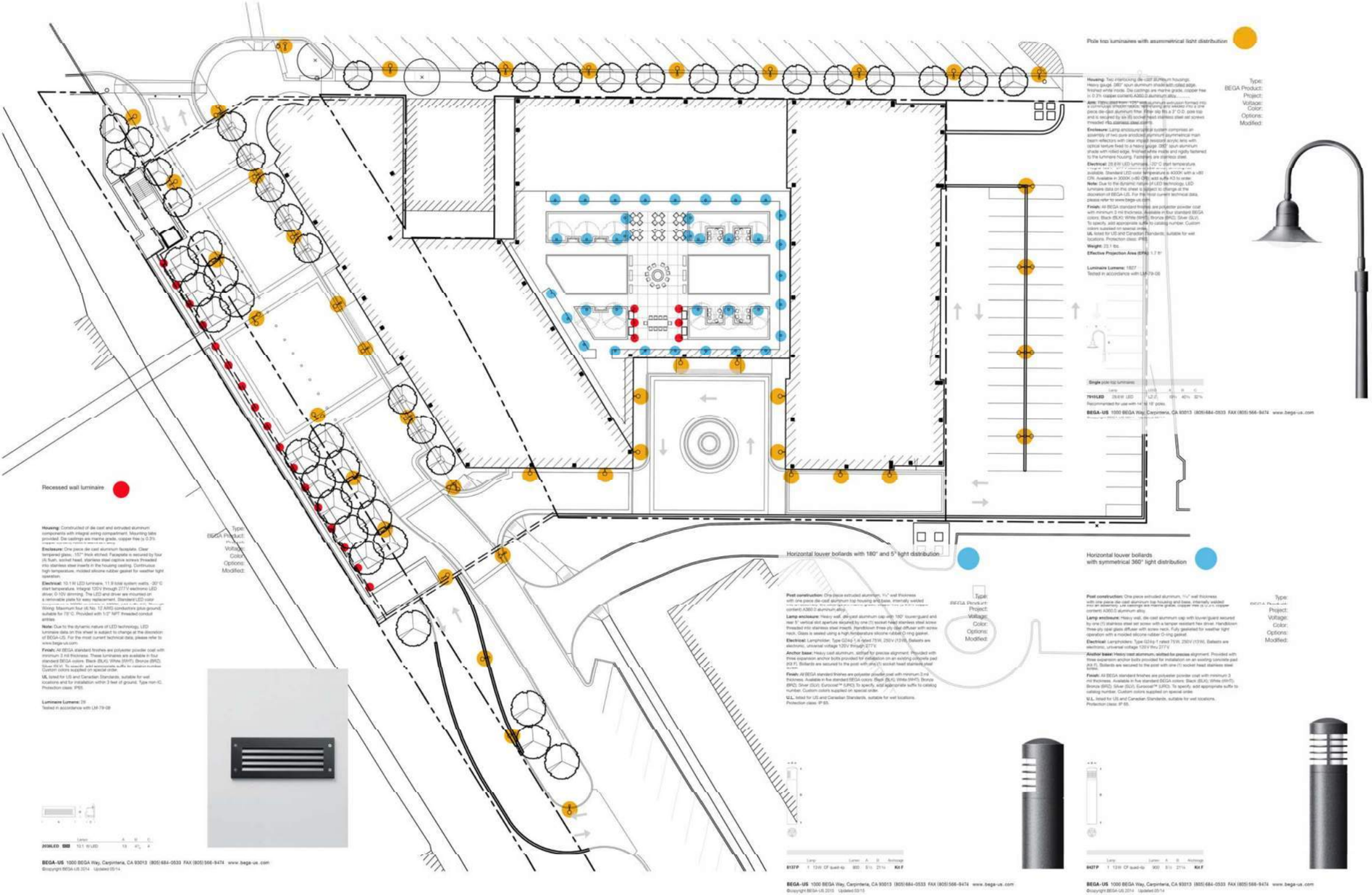
SEDUM BLEND ON ROOF

ASTILBE MIX

HOSTA MIX

CORALBELL MIX

FERN MIX



V.O.W. Design Guidelines, pg. 18:

VII: Articulation

c. BUILDING LIGHTING

1. Exterior Uses & Types: Exterior lighting should be carefully designed…Fixtures should be contextual with the [proposed] building.

V.O.W. Design Guidelines, pg. 58:

XI: Vehicular Zones

e. LIGHTING IN VEHICULAR USE AREA

…Light fixtures should coordinate with building architectural style…colors of light fixtures should be consistent with…the development's architectural style.

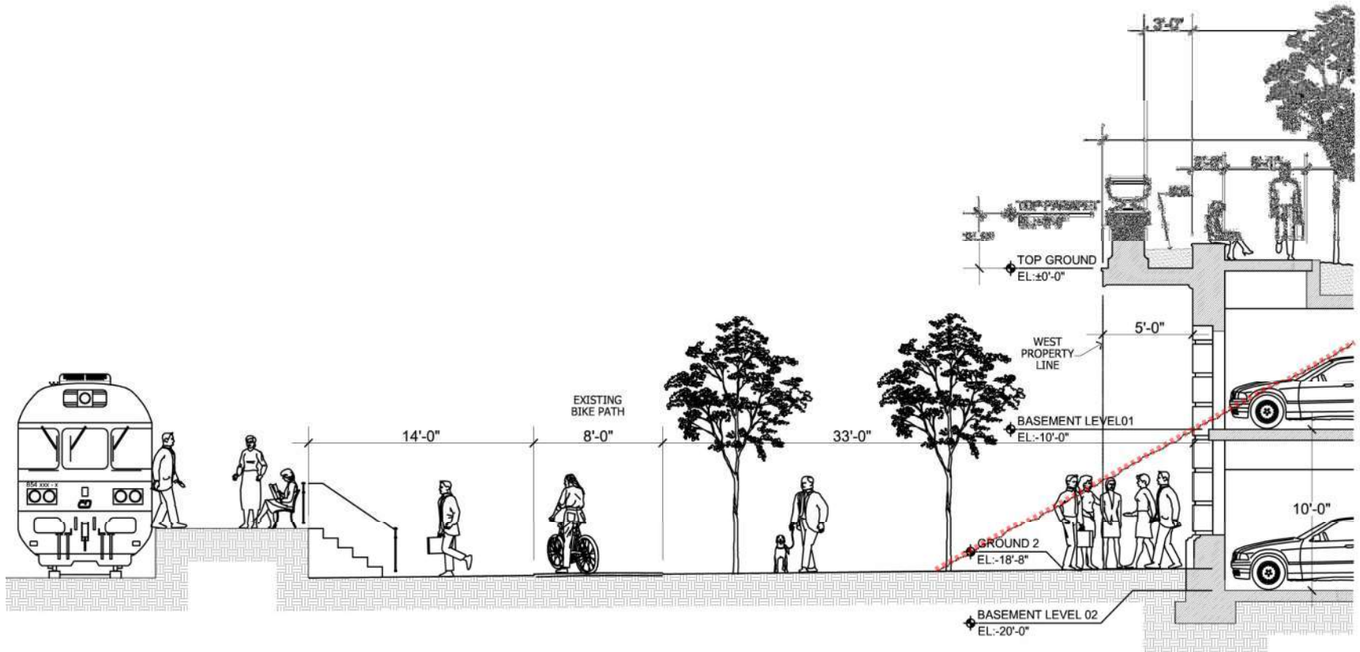
V.O.W. Design Guidelines, pg. 43:

XI: Vehicular Zones
c. PARKING AND SERVICE AREAS
In all Business, Multifamily Residential and Institutional areas, parking is both an essential component and a scarce commodity, which is absolutely necessary to the vitality of the business districts….For current and future developments, every effort must be made to save, enhance and / or expand both public and private parking areas.

ONE WINNETKA

WEST GARAGE ELEVATION

LUCIEN LAGRANGE STUDIO



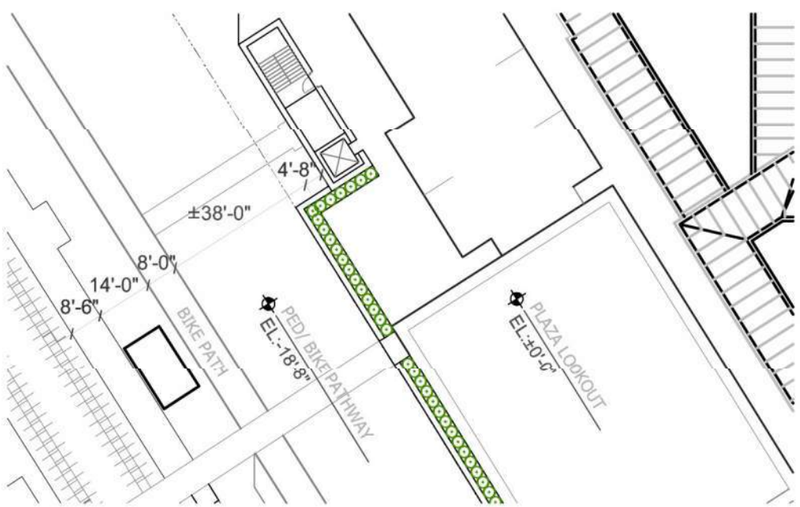
1 CR-SECT BIKE PATH & PARKING W/ ADJACENCY TO METRA SYSTEM
SCALE: 1/8" = 1'-0"

V.O.W. Design Guidelines, pg. 56:

4: Parking Structure Landscaping:
A minimum 5'-0" landscape setback should be placed at the base of the parking structure, adjacent to pedestrian areas in the public way.

V.O.W. Design Guidelines, pg. 73:

XV: Open Space
5: Metra Stations: The appearance of the… railroad right of way should be improved...with particular attention at the Business Districts. The railroad embankments should implement significant landscaping with emphasis on seasonal interest.



2 VIGNETTE PLAN @ PEDESTRIAN PATH LEVEL
SCALE: 1/32" = 1'-0"

3 VIGNETTE PLAN @ GARAGE LEVEL
SCALE: 1/32" = 1'-0"

V.O.W. Design Guidelines, pg. 56:

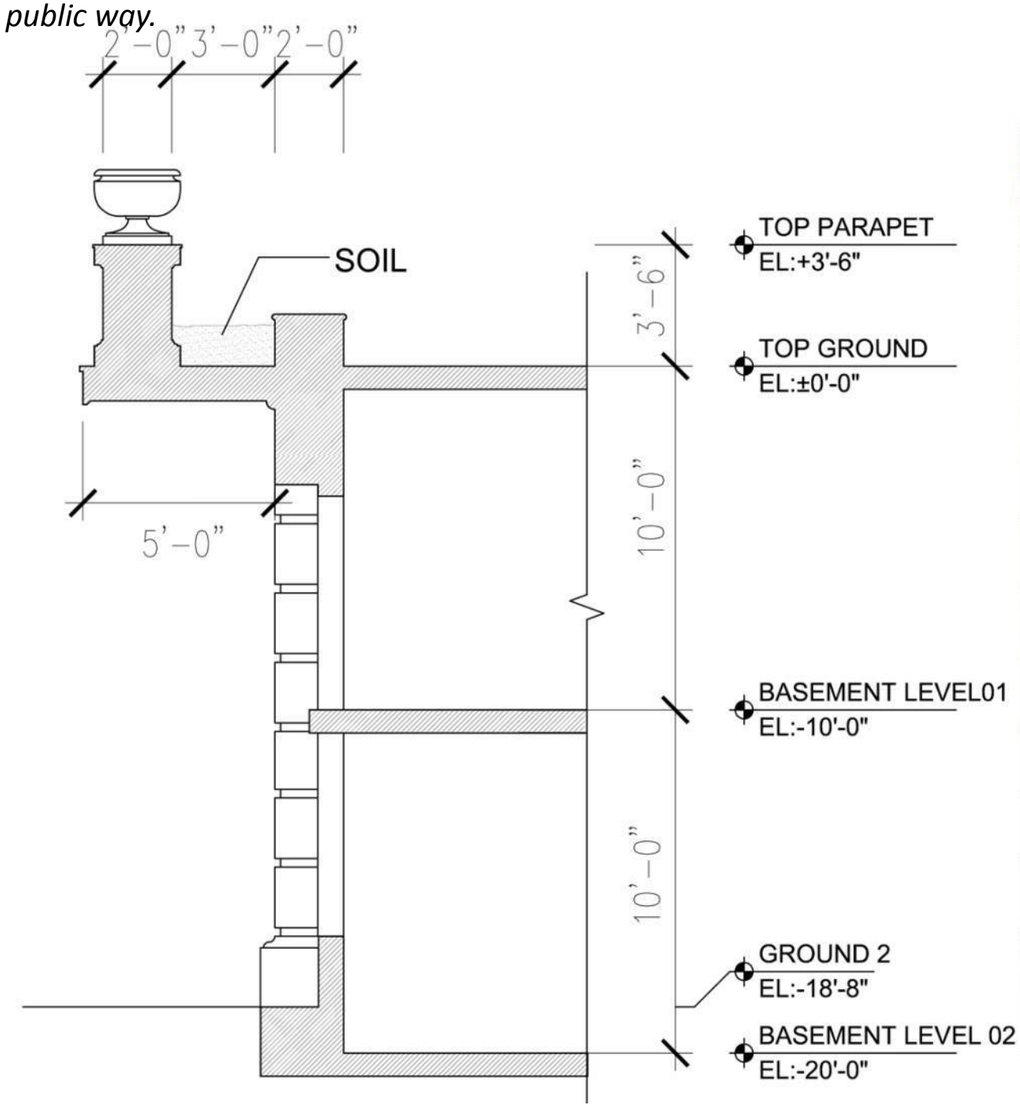
4: Parking Structure Landscaping:
A minimum 5'-0" landscape setback should be placed at the base of the parking structure, adjacent to pedestrian areas in the public way.

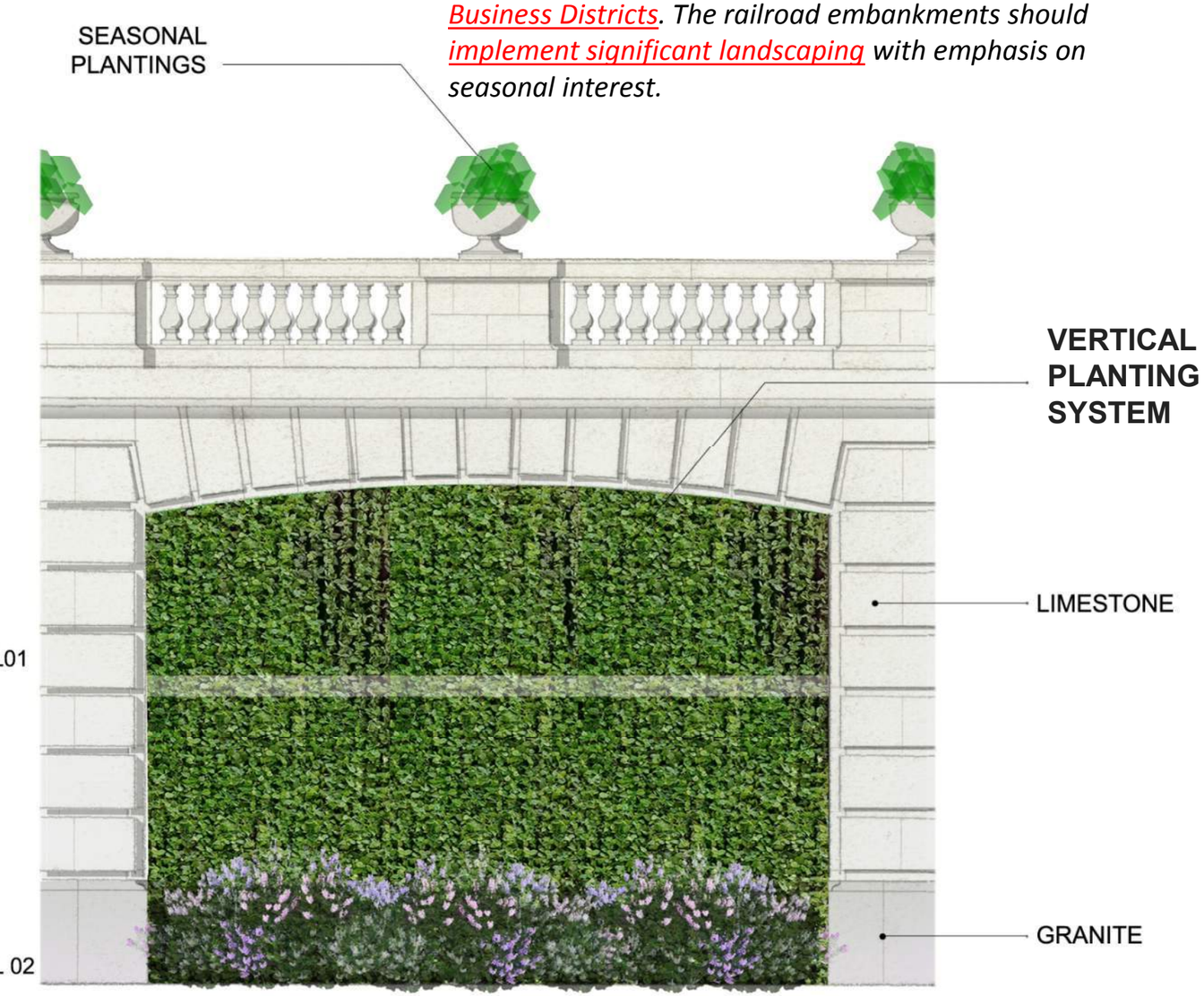
V.O.W. Design Guidelines, pg. 56:

4: Parking Structure Landscaping:
…Vines should be planted and…encouraged to grow up the structure…Planters should be incorporated.

V.O.W. Design Guidelines, pg. 73:

XV: Open Space
5: Metra Stations: The appearance of the… railroad right of way should be improved...with particular attention at the Business Districts. The railroad embankments should implement significant landscaping with emphasis on seasonal interest.

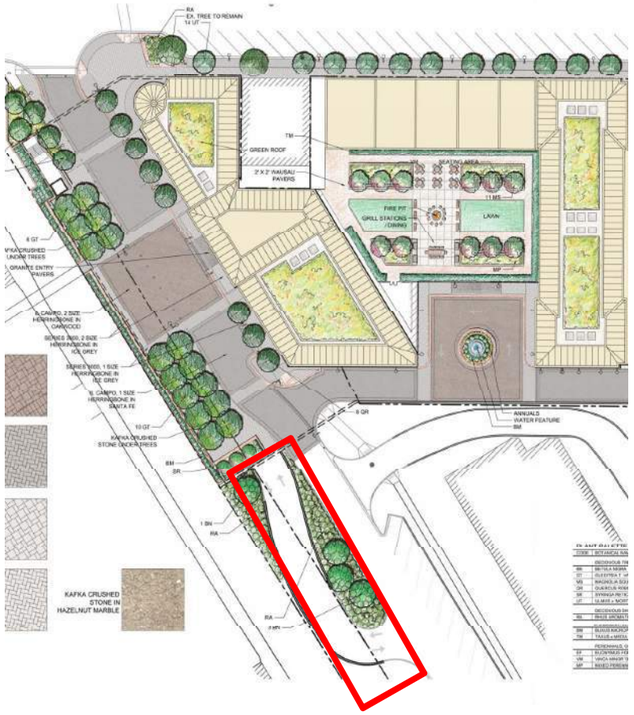


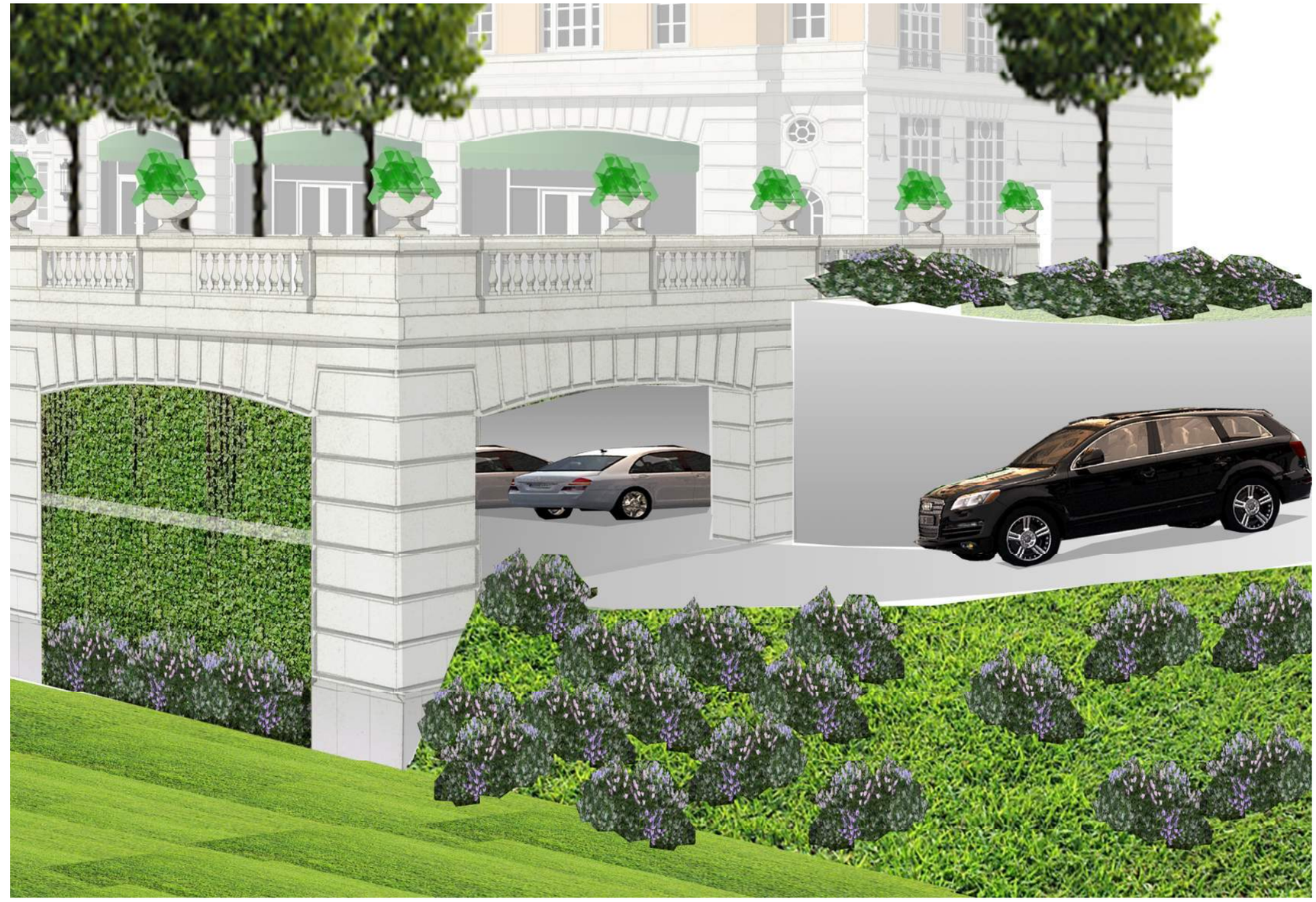


ONE WINNETKA

GARAGE BAY DETAIL

LUCIEN LAGRANGE STUDIO





GARAGE ENTRANCE

ONE WINNETKA

LUCIEN LAGRANGE STUDIO

11/19/15 DRB COMMENTS & QUESTIONS

- Review the Overall design to follow the Village Design Guidelines
- What is the relationship between the north side of Elm Street with the proposed design on the south side of Elm Street?
- Review and consider the retail height proportions at street level to follow the Village Design Guidelines.
- The design scale and various heights of the proposed development do not meet the current design standards established by the Village of Winnetka.

ONE WINNETKA

ELM STREET - PROPOSED

LUCIEN LAGRANGE STUDIO

NORTH OF ELM STREET (REVERSED FOR COMPARISION)

ARBORVITAE PARK

NEAPOLITAN COLLECTION
42’-6”

MARIANI’S
18’-6”

NEW TRIER TOWNSHIP
ASSESOR & MAZE HOME
38’-0” / 40’-0”

CAFÉ AROMA
35-0”

SOUTH OF ELM STREET

EAST BUILDING
45’-0”

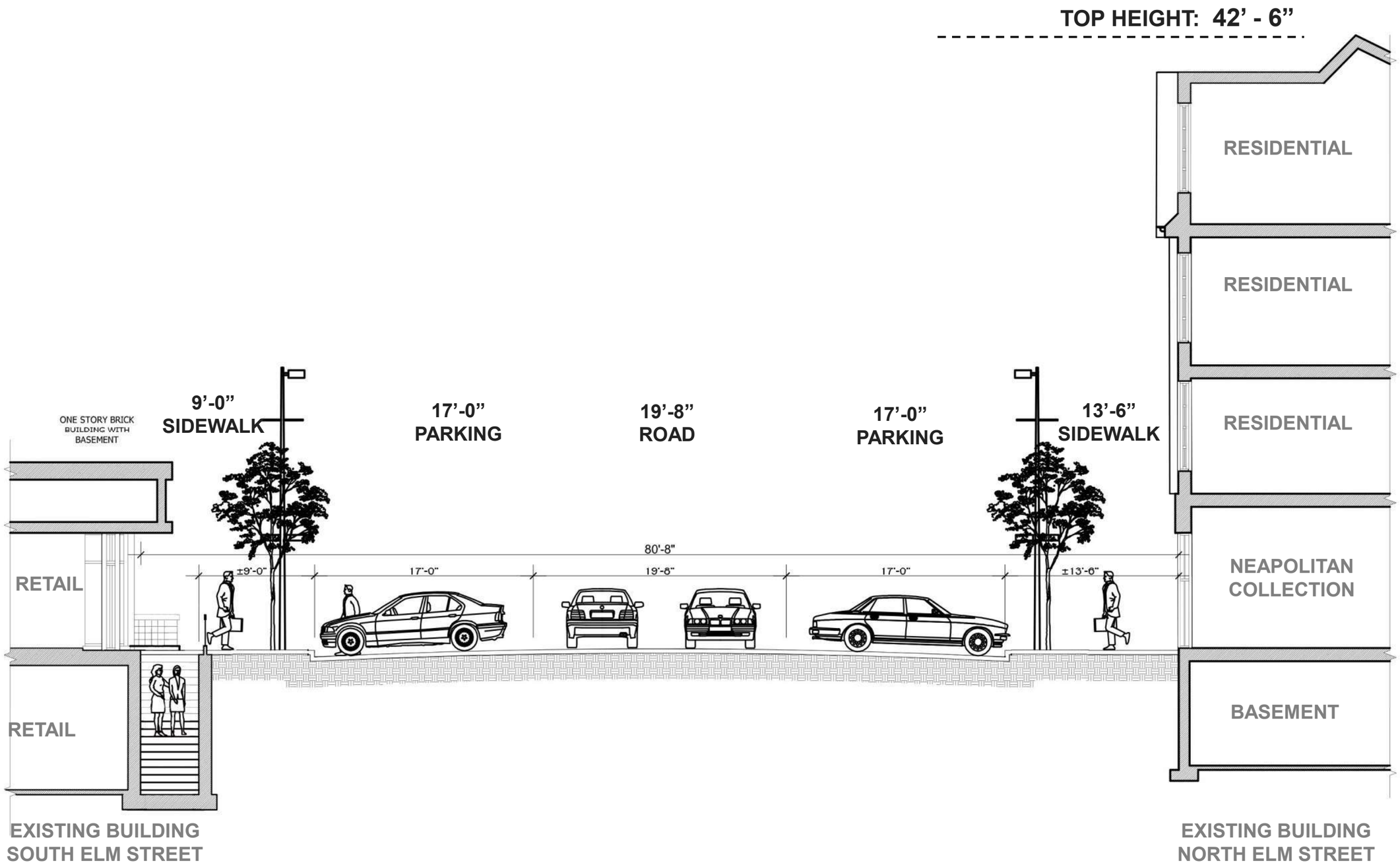
TOWN HOMES
40’-2”
45’-0” (15’-0” SETBACK)

WEST BUILDING
62’-10”
70’-0” (PENTHOUSE)

ONE WINNETKA

elm street - Comparative elevations

LUCIEN LAGRANGE STUDIO



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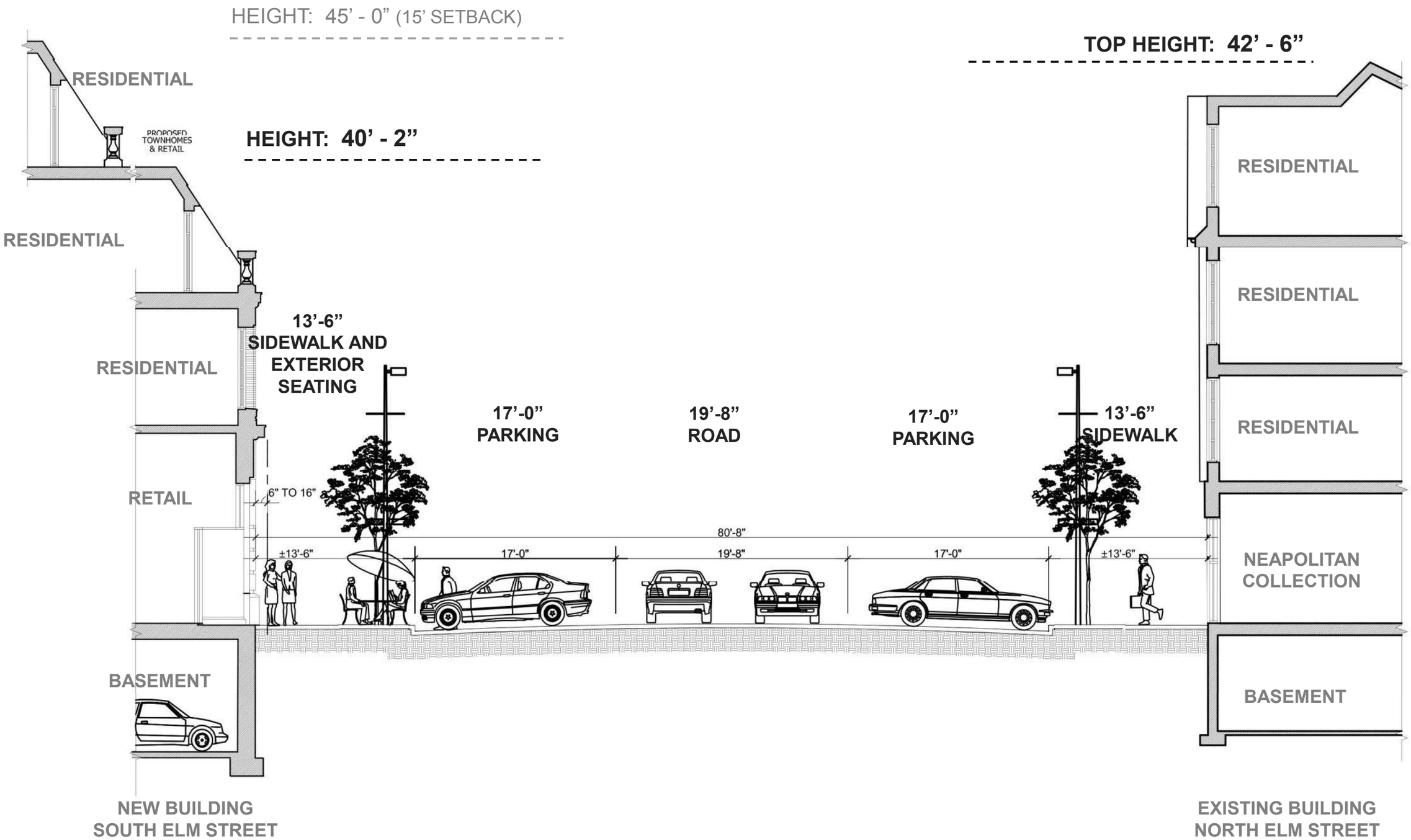
ELM STREET CROSS SECTION - *existing*

LUCIEN LAGRANGE STUDIO



ONE WINNETKA

ELM STREET CROSS SECTION - *proposed*

LUCIEN LAGRANGE STUDIO

11/19/15 DRB COMMENTS & QUESTIONS

- Review the Overall design to follow the Village Design Guidelines
- What is the relationship between the north side of Elm Street streetscape with the proposed design on the south side of Elm Street?
- Review and consider the retail height proportions at street level to follow the Village Design Guidelines.
- The design scale and various heights of the proposed development do not meet the current design standards established by the Village of Winnetka.

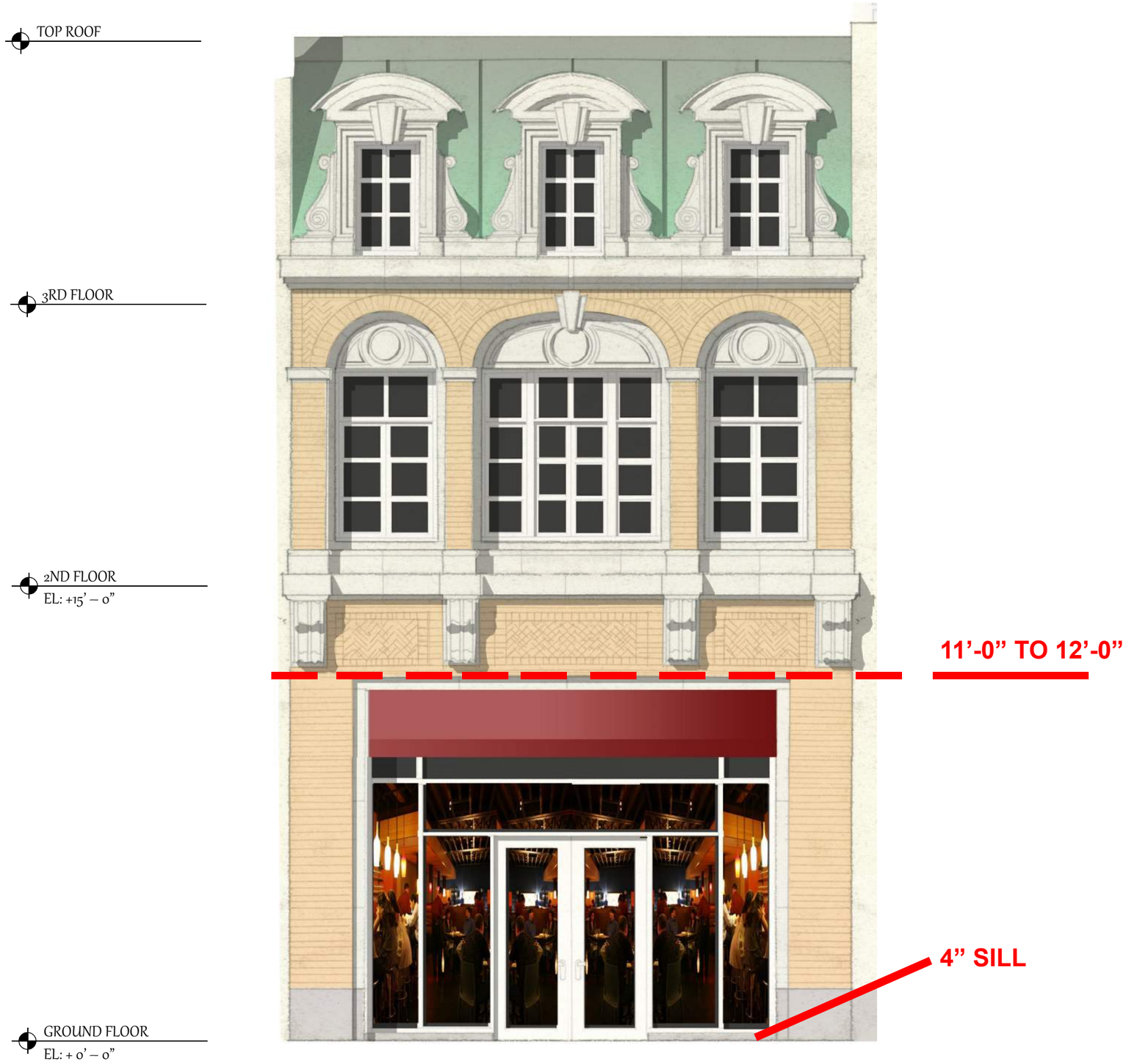
NORTH OF ELM STREET

CAFÉ AROMA

NEW TRIER TOWNSHIP
ASSESOR & MAZE HOME

MARIANI’S

NEAPOLITAN COLLECTION



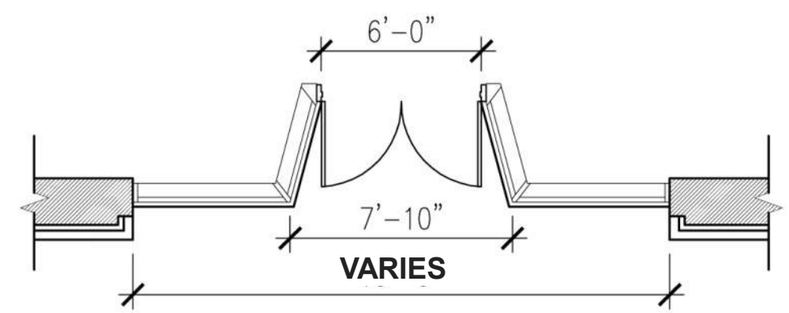
V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM
Commercial & Mixed Use:..The retail storefront should be differentiated from the upper stories…The storefront should be harmonious in scale and proportion with adjacent and facing structures.

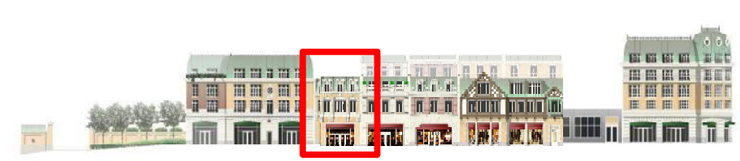
V.O.W. Design Guidelines, pg. 16:

VII: Articulation
a. ENTRIES: COMMERCIAL & MIXED USE
3. Detail: …the storefront doorway should be recessed and have an awning so as to provide protection from the elements for shoppers.

b. WINDOW & DOOR FENESTRATION
Storefront windows are required in commercial buildings on the primary façade[s] at street level. Storefront windowsill heights cannot exceed 1'-6"



TYPICAL RETAIL ENTRY & BAY



ONE WINNETKA

PROPOSED RETAIL HEIGHT – TOWNHOUSE 1

LUCIEN LAGRANGE STUDIO

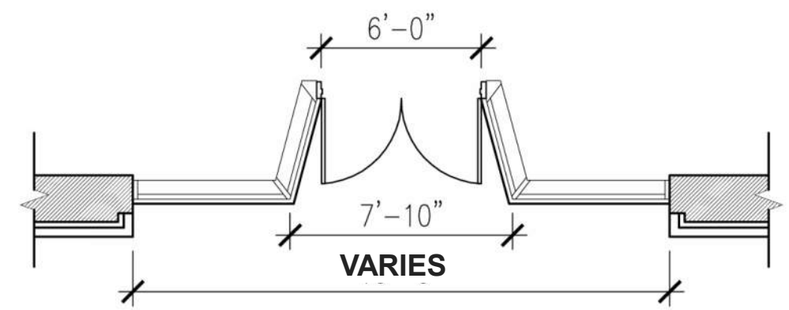
V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM
Commercial & Mixed Use:..The retail storefront should be differentiated from the upper stories…The storefront should be harmonious in scale and proportion with adjacent and facing structures.

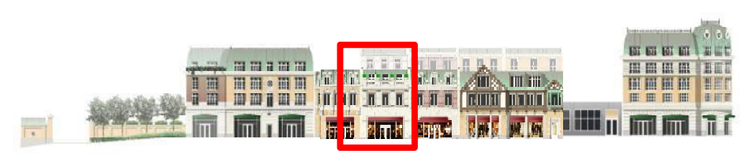
V.O.W. Design Guidelines, pg. 16:

VII: Articulation
a. ENTRIES: COMMERCIAL & MIXED USE
3. Detail: …the storefront doorway should be recessed and have an awning so as to provide protection from the elements for shoppers.

b. WINDOW & DOOR FENESTRATION
Storefront windows are required in commercial buildings on the primary façade[s] at street level. Storefront windowsill heights cannot exceed 1'-6"



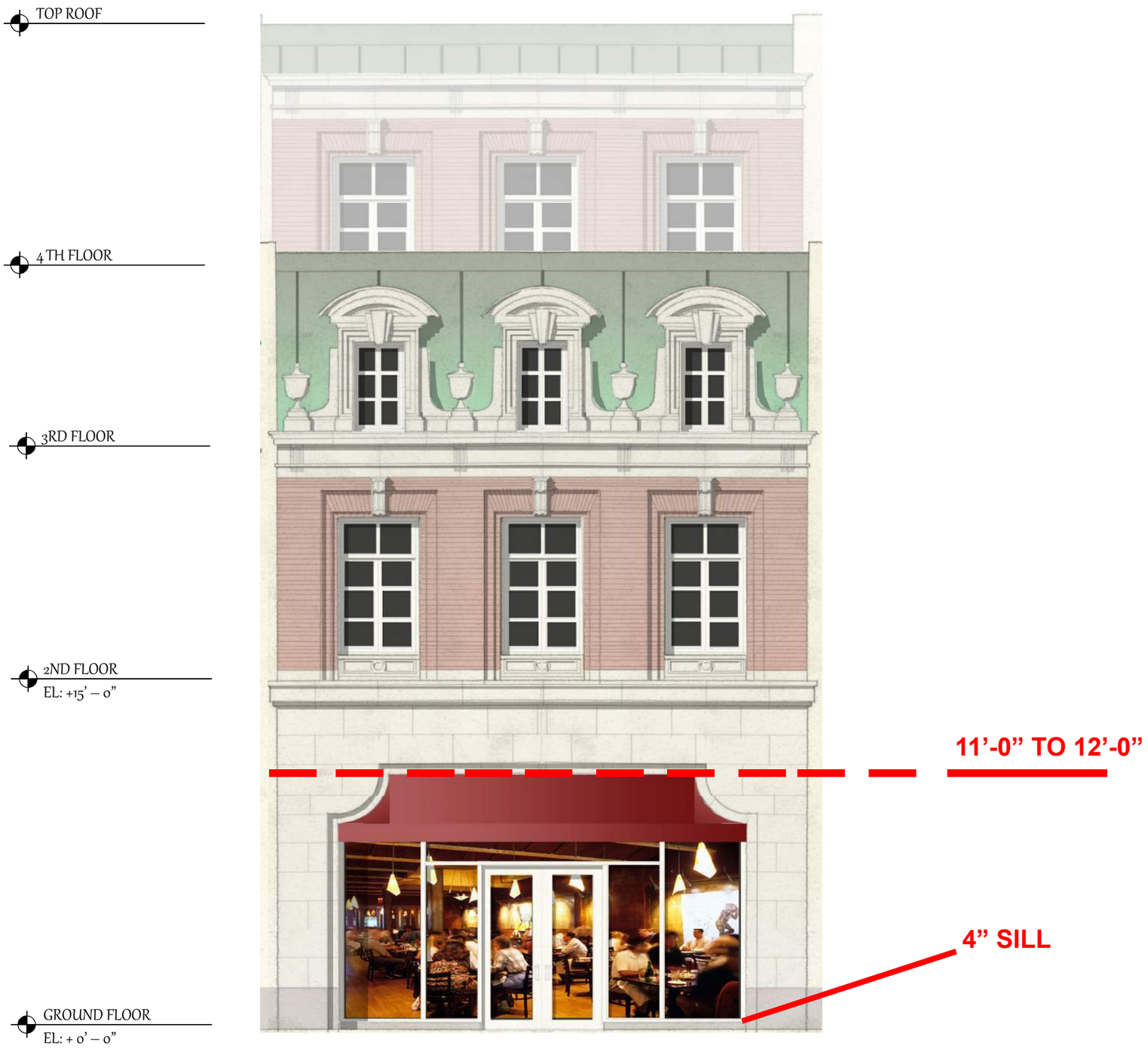
TYPICAL RETAIL ENTRY & BAY



ONE WINNETKA

PROPOSED RETAIL HEIGHT TOWNHOUSE 2

LUCIEN LAGRANGE STUDIO



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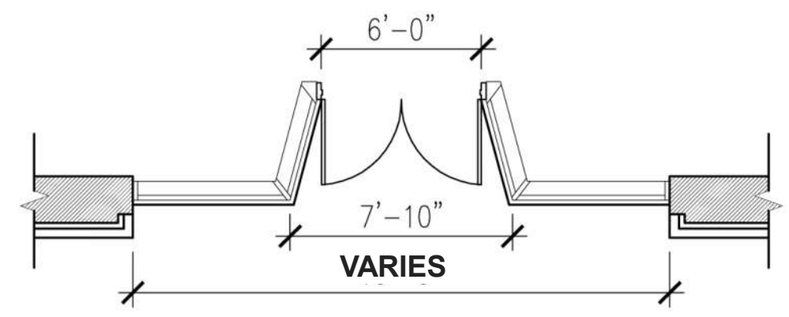


TYPICAL RETAIL ENTRY & BAY

ONE WINNETKA

PROPOSED RETAIL HEIGHT - TOWNHOUSE 3

LUCIEN LAGRANGE STUDIO

V.O.W. Design Guidelines, pg. 16:

VII: Articulation

a. ENTRIES: COMMERCIAL & MIXED USE

3. Detail: …the storefront doorway should be recessed and have an awning so as to provide protection from the elements for shoppers.

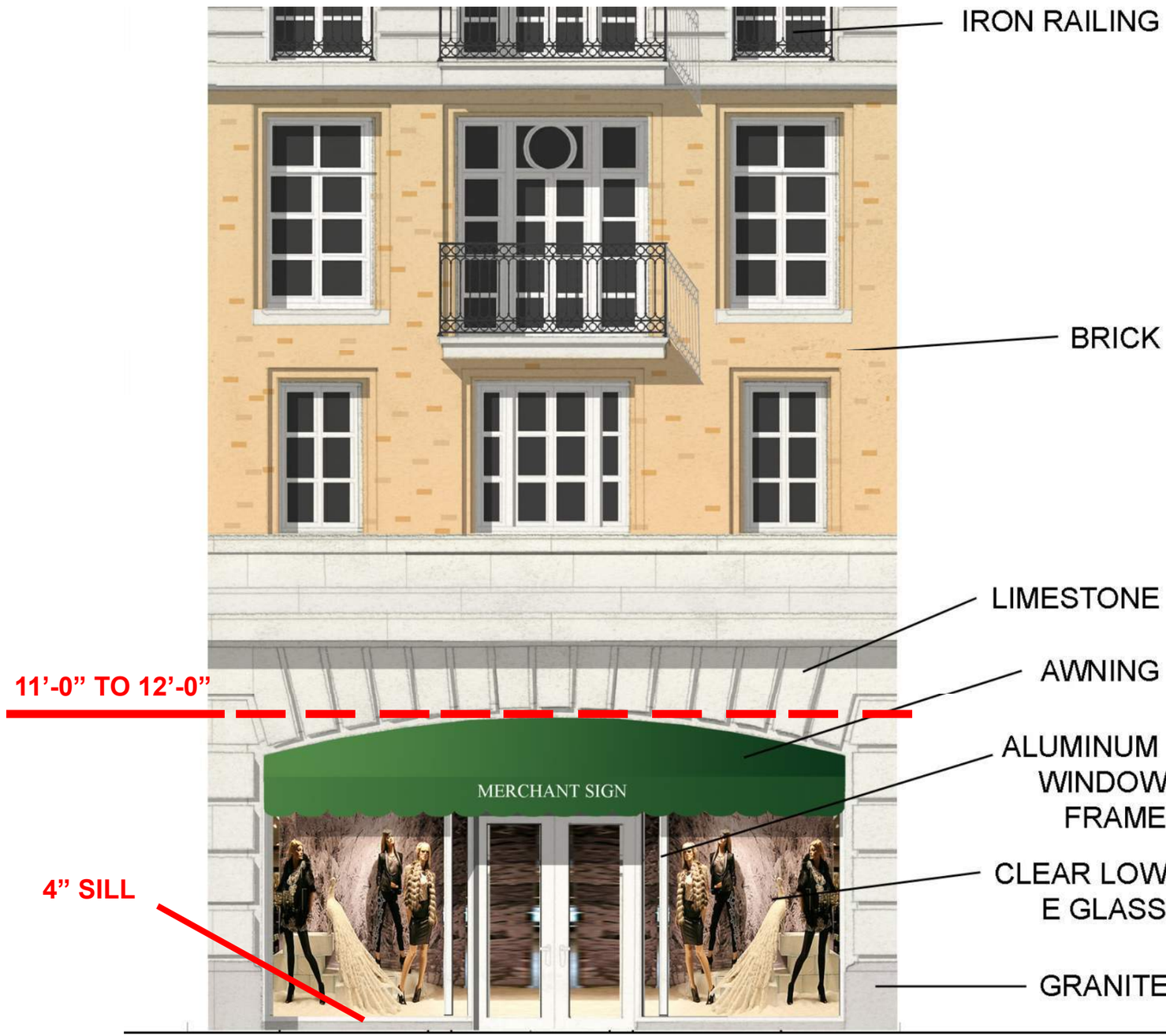
b. WINDOW & DOOR FENESTRATION

Storefront windows are required in commercial buildings on the primary façade[s] at street level. Storefront windowsill heights cannot exceed 1'-6"

ONE WINNETKA

PROPOSED RETAIL HEIGHT - TOWNHOUSES 4 & 5

LUCIEN LAGRANGE STUDIO



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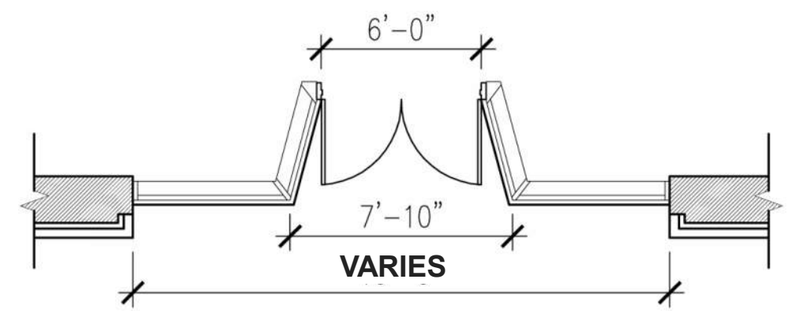


TYPICAL RETAIL ENTRY & BAY

11/19/15 DRB Comments and Questions

- Review the Overall design to follow the Village Design Guidelines
- What is the relationship between the north side of Elm Street streetscape with the proposed design on the south side of Elm Street?
- Review and consider the retail height proportions at street level to follow the Village Design Guidelines.
- The design scale and various heights of the proposed development do not meet the current design standards established by the Village of Winnetka.

ONE WINNETKA

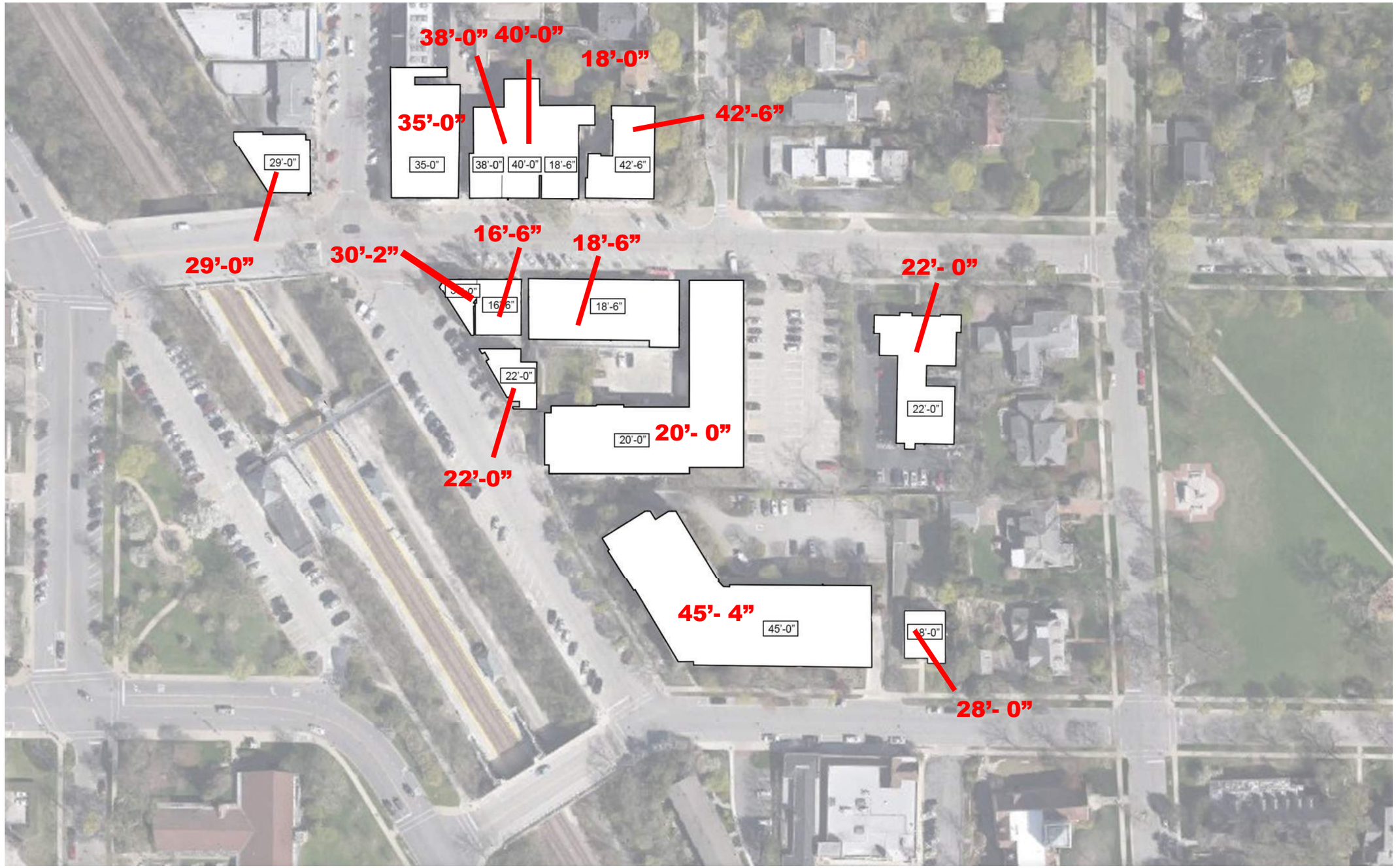
ELM STREET - PROPOSED

LUCIEN LAGRANGE STUDIO

ONE WINNETKA

LINCOLN AVENUE – *proposed*

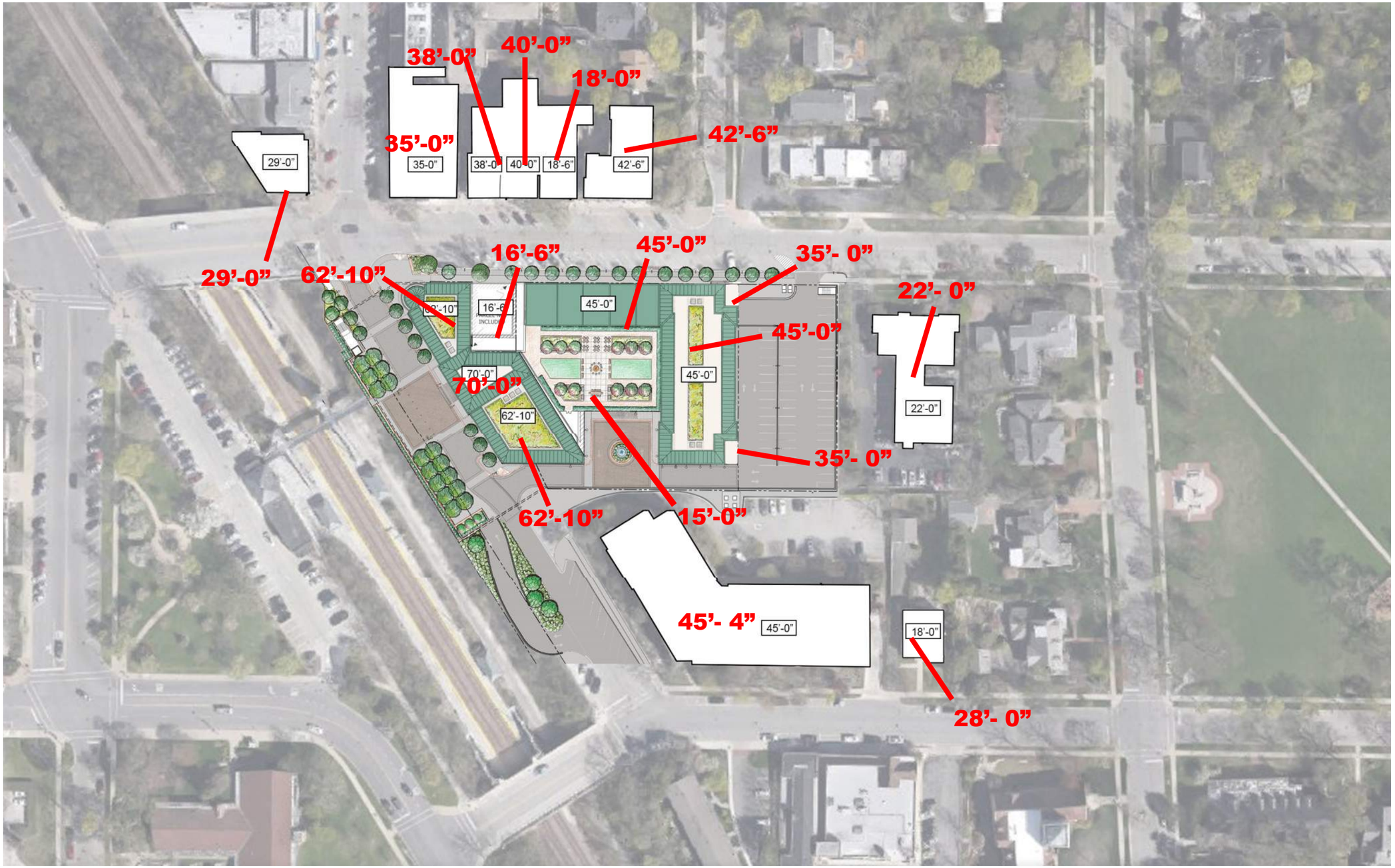
LUCIEN LAGRANGE STUDIO



ONE WINNETKA

EXISITING BUILDING HEIGHTS

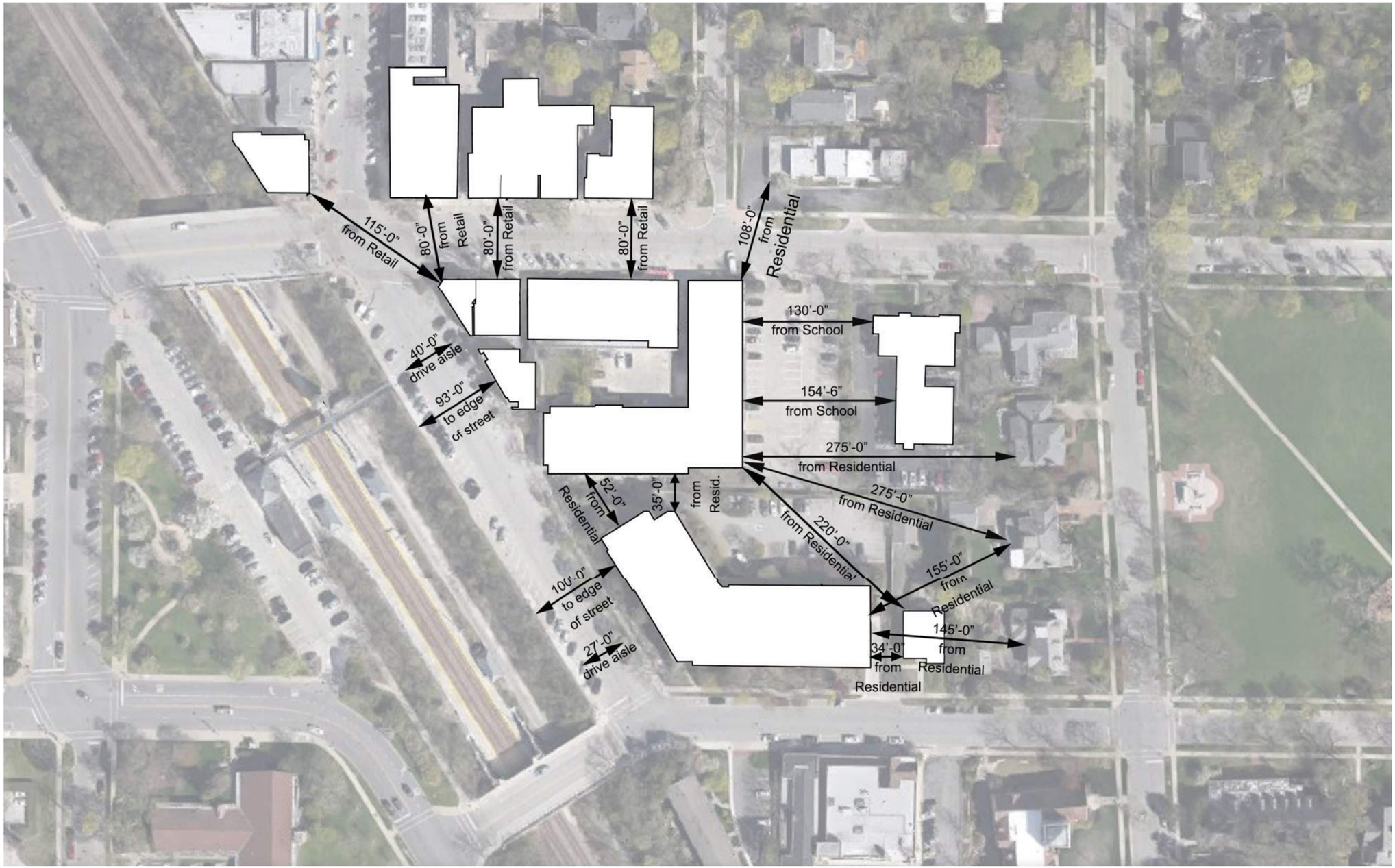
LUCIEN LAGRANGE STUDIO



ONE WINNETKA

PROPOSED BUILDING HEIGHTS

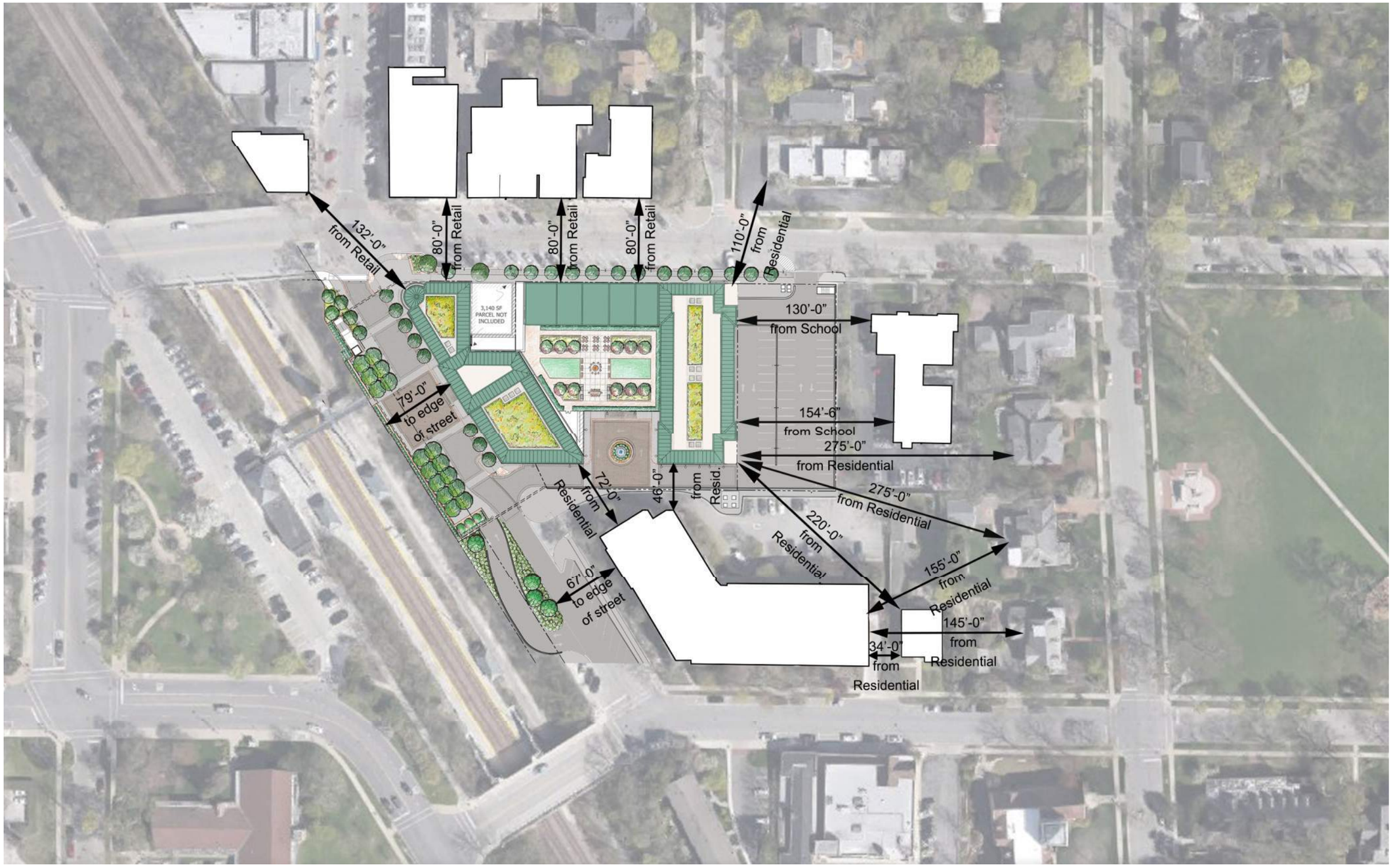
LUCIEN LAGRANGE STUDIO



ONE WINNETKA

EXISTING BUILDING SEPARATIONS

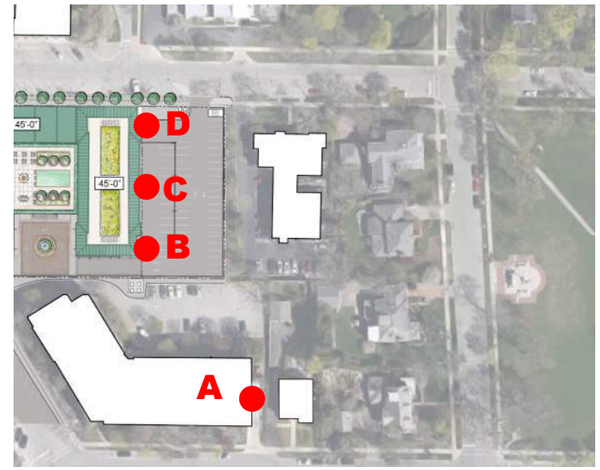
LUCIEN LAGRANGE STUDIO



ONE WINNETKA

PROPOSED BUILDING SEPARATIONS

LUCIEN LAGRANGE STUDIO



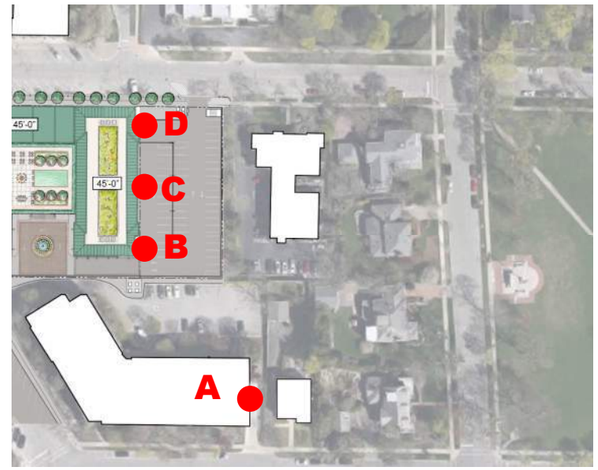
● A ; +35'-0"

● A ; +45'-0"

ONE WINNETKA

VIEWS LOOKING EAST FROM 711 OAK STREET

LUCIEN LAGRANGE STUDIO



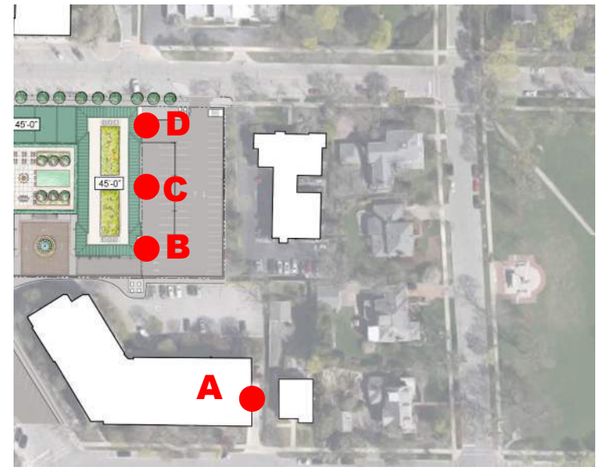
● B ; +35'-0"

● B ; +45'-0"

ONE WINNETKA

VIEWS LOOKING EAST FROM ONE WINNETKA

LUCIEN LAGRANGE STUDIO



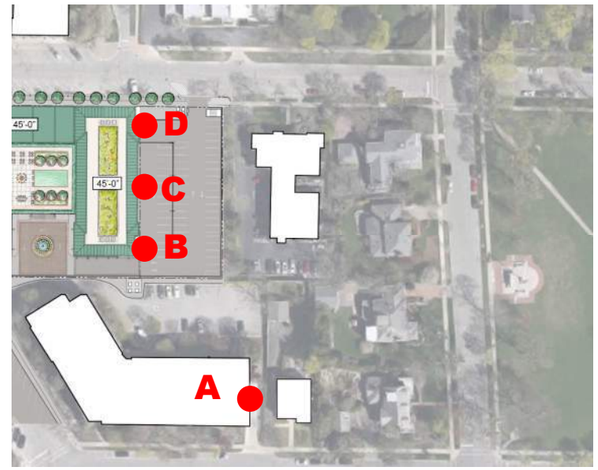
● C ; +35'-0"

● C ; +45'-0"

ONE WINNETKA

VIEWS LOOKING EAST FROM ONE WINNETKA

LUCIEN LAGRANGE STUDIO



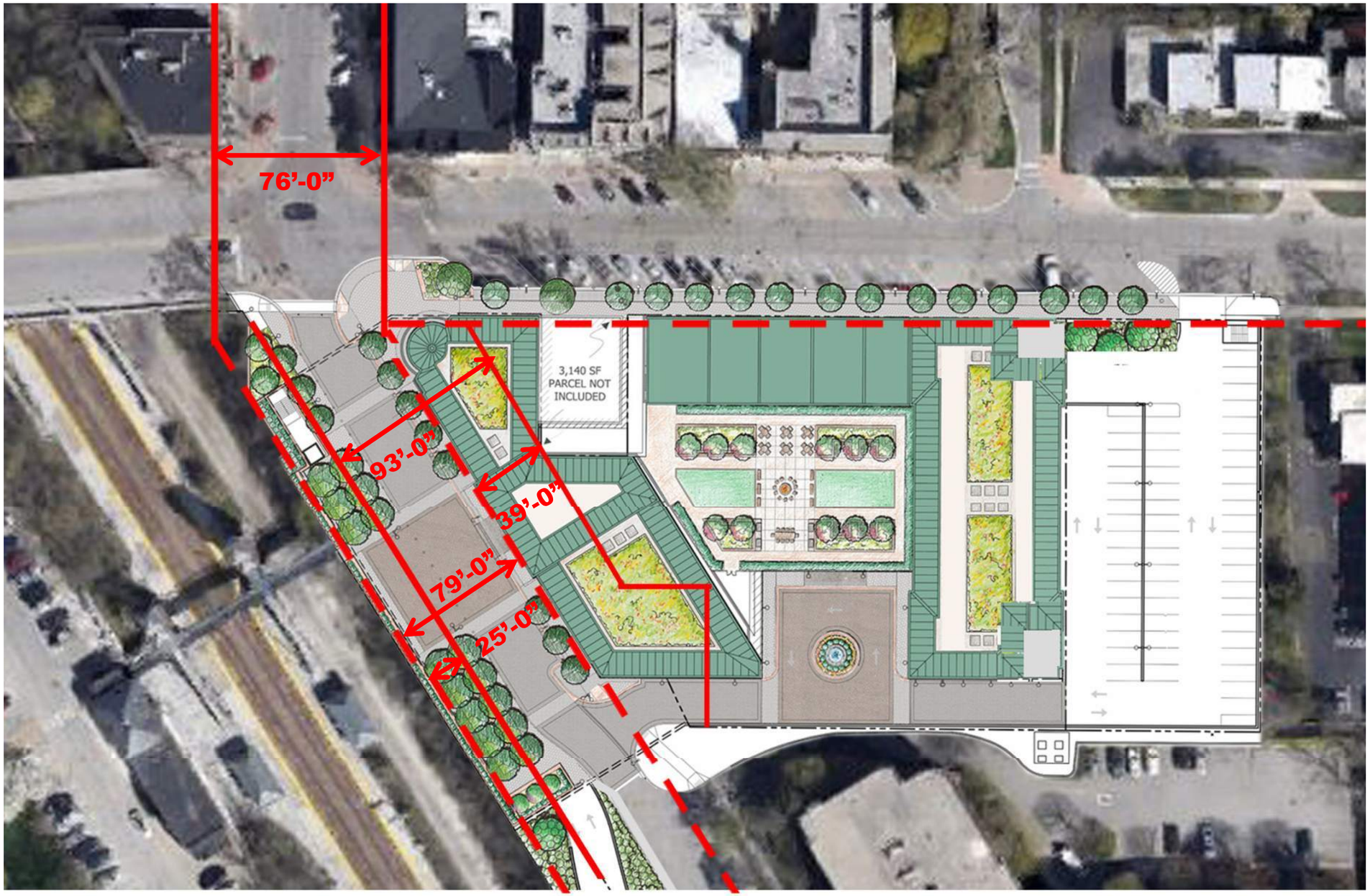
● D ; +35'-0"

● D ; +45'-0"

ONE WINNETKA

VIEWS LOOKING EAST FROM ONE WINNETKA

LUCIEN LAGRANGE STUDIO



LINCOLN AVE. WIDTH

EXISTING
NORTH OF ELM: 76'-0"
SOUTH OF ELM: 93'-0"

PROPOSED
NORTH OF ELM: 76'-0"
SOUTH OF ELM: 79'-0"

EXISTING BUILDING & SPACE LINES

PROPOSED BUILDING & SPACE LINES

ELM STREET LOOKING WEST

V.O.W. Design Guidelines, pg. 4:
I CONTEXTUAL DESIGN

"It is not the intent of these guidelines to recreate traditional architectural styles …but to provide a framework within which good design can flourish in context and enhance the existing village character."

AGENDA REPORT

SUBJECT: 150 and 191 Linden St., Saints Faith, Hope and Charity
Case No. 16-02-SU

DATE: January 15, 2016

PREPARED BY: Brian Norkus, Assistant Director of Community Development

Saints Faith, Hope and Charity is requesting a Special Use Permit and variations in order to build an addition consisting of a Parish Center east of the main church, as well as provide circulation and parking improvements. In addition to the proposed improvements on the parcels east of Linden St., a synthetic turf athletic field and parking improvements are also proposed on the parcels west of Linden St.

Churches are permitted within residentially zoned areas, but are classified as a "Special Use" in order to allow for the evaluation of proposed modifications. Establishment or the alteration of Special Uses are subject to review by the Plan Commission, Zoning Board of Appeals, and Design Review Board, with final consideration by the Village Council.

Summary of Improvements

Building Improvements: The proposed addition is internal to the campus. This requires a portion of the existing parking lot east of the main church to be removed in order to accommodate the construction of the proposed Parish Center. The footprint of the proposed addition is approximately 5,672 s.f. There would be an internal connection between the existing church lobby to the Parish Center lobby. The purpose of the proposed addition is to consolidate existing school, church, and community programming.

With a proposed height of 25 ft. and two-stories, the proposed addition complies with building height and setback regulations.

Athletic Field: A new synthetic turf athletic field, measuring 206 ft. x 154 ft., is proposed on the lots west of Linden St. A rubberized tile play equipment zone is also proposed south of the field. The new field would function similar to the existing field, serving the church and school. The intent of the improvements to the athletic field is to improve the quality of experience for the existing church and school users.

Access, circulation, and parking enhancements: The plans call for modification to the parking lot to improve traffic flow and the appearance of the site. The existing surface parking lot located on the subject site provides 88 spaces. The proposed redevelopment of the on-site parking will result in the loss of 15 parking spaces. To offset this loss, the petitioner is proposing 15 angled on-street parking spaces in the existing grass parkway on the west side of Linden St. adjacent to the athletic field. These proposed spaces would be

wholly located within the Village right-of-way. An easement would be established for the sidewalk that would be rerouted onto private property.

The reconfiguration of the parking lot consolidates access by eliminating the connection from the circular driveway on Linden St. and by providing separated one-way drives for ingress and egress along Hill Rd. Internal landscaping and channelization improvements clarify expected vehicular and pedestrian movements within and adjacent to the parking lot.

Consideration by other Advisory Boards

On January 11 the Zoning Board of Appeals voted unanimously to recommend approval of the Special Use Permit and associated zoning variations.

The Plan Commission is scheduled to consider the application at its January 27 meeting.

The Village Council has final jurisdiction on this request.

Attachments
Attachment A: Application Materials
Attachment B: Public Correspondence

STATEMENT OF INTENT for SPECIAL USE PERMIT and CERTIFICATE OF APPROPRIATENESS

The scope of work for this submission consists of two main areas: a building addition east of the main church identified as the Saints Faith, Hope & Charity (FHC) Parish Center, and an Athletic Field at the northwest corner of Hill and Linden.

Saints Faith, Hope and Charity Parish Center:

Description of Existing Elements:
The existing principal buildings on Saints Faith, Hope & Charity campus consist of the church (circa 1963), bell tower (1963), school (1939, 1954, 1957) , rectory (1951) and convent (1951). The main church was designed by Edward J Schulte in the American Colonial style, with exterior cladding of brick, Indiana limestone, standing seam metal roofing and abstracted stained glass windows.

Proposed Work:
A new Parish Center is proposed as an addition on the east side of the main church building, with an interior connection from the existing church lobby to the new Parish Center lobby. The Parish Center shall consolidate existing school, church and community programming currently housed in the various campus buildings. Exterior cladding materials shall be brick, stone and aluminum-clad wood windows and standing seam metal roofing to complement the material palette of the existing church. A gabled roof transitions to a flat roof at the connection to the main church to allow light to enter the east stained glass windows of the church nave. A terrace is proposed at the north end of the addition, with a metal canopy to function as an extension of the existing arcade wrapping the church.

Considerable thought has been given to the reconfiguration of the church parking areas, so as to improve circulation into, through and exiting the site during the highest volume church and school functions. Access drives are maintained at Hill Road and at Linden Street, although ingress and egress on Hill are separated to limit movement through the main parking area to one-way traffic. A traffic island between the Hill ingress and egress drives prevents cross traffic from Linden, eliminating traffic conflicts between the two parking areas. Fifteen parking spaces are proposed in the western right-of-way on Linden Street to offset the loss of fifteen parking spaces in the church parking areas for a net neutral parking count. An easement shall be provided where the public sidewalk has been routed onto the owner's property.

Saints Faith, Hope and Charity Athletic Field:

Description of Existing Elements:
An open grass field enclosed by a fence exists on the westernmost portion of the Saints Faith, Hope and Charity campus. The site is unimproved, except for a softball backstop at the northwest corner of the site.

Proposed Work:
A new Athletic Field is proposed to function similarly to the existing field, serving the church and school populations. Areas are designated for a synthetic turf system playfield and a rubberized tile system play equipment zone, surrounded by natural vegetation, grass and trees. A decorative metal fence is proposed along the street frontage at Hill and Linden, with a wood fence at the rear and side internal lot lines of the property.

OKW Architects
600 W. Jackson Blvd.
Suite 250
Chicago, IL 60661
T 312.798.7700
@okwarchitects
www.okwarchitects.com

Saints Faith, Hope & Charity Parish Center

December 14, 2015

dkW Architects

AERIAL PHOTO

N

DRAWING LIST

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ZONING DIAGRAMS	04
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SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

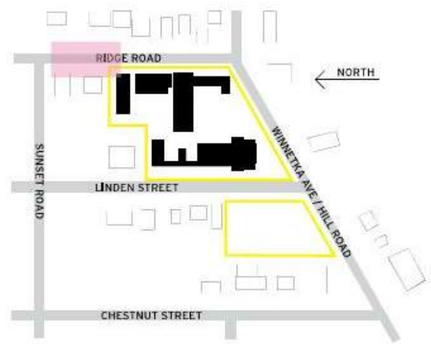
OKW Architects

DATE: DECEMBER 14, 2015 **PROJ. NO.:** 14028

208 RIDGE AVE

212 RIDGE AVE

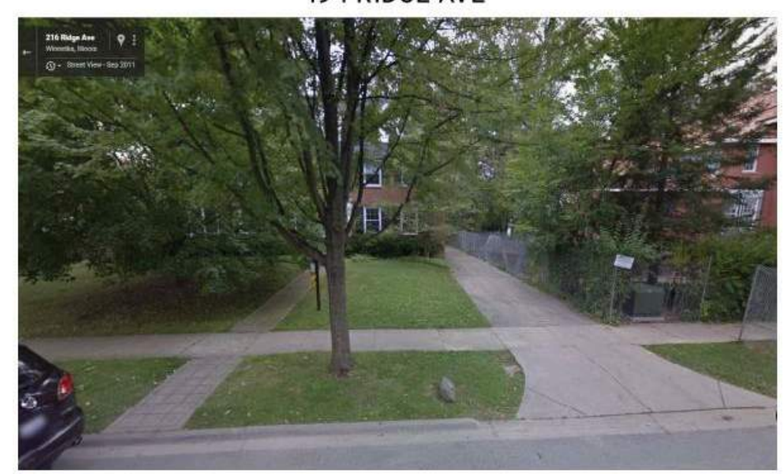
216 RIDGE AVE



208 RIDGE AVE

198 RIDGE AVE

194 RIDGE AVE



SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

OKW Architects

WINNETKA, ILLINOIS

PAGE 02A

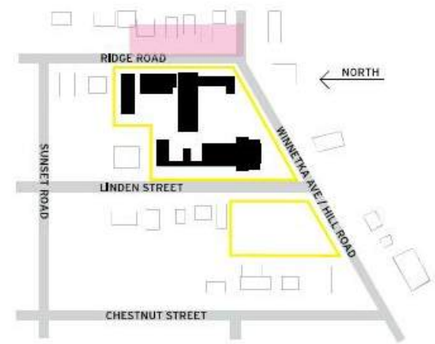
DATE: DECEMBER 14, 2015

PROJ. NO.: 14028

192 RIDGE AVE

190 RIDGE AVE

188 RIDGE AVE



182 RIDGE AVE

180 RIDGE AVE

164 RIDGE AVE

SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

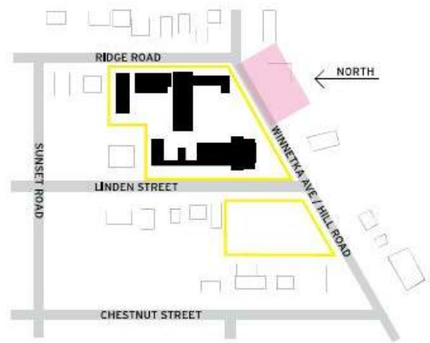
OKW Architects

DATE: DECEMBER 14, 2015 PROJ. NO.: 14028

741 HILL ROAD

747 HILL ROAD

753 HILL ROAD



757 HILL ROAD

763 RIDGE AVE

771 HILL ROAD

SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

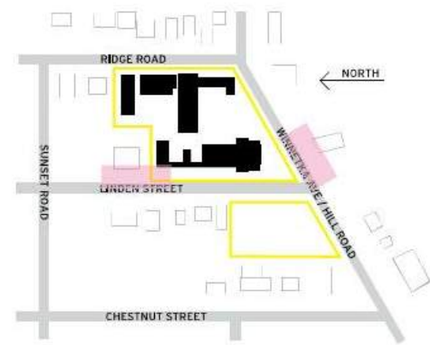
OKW Architects

DATE: DECEMBER 14, 2015 PROJ. NO.: 14028

773 HILL ROAD

777 HILL ROAD

779 HILL ROAD



195 LINDEN STREET

199 LINDEN STREET

203 LINDEN STREET

SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

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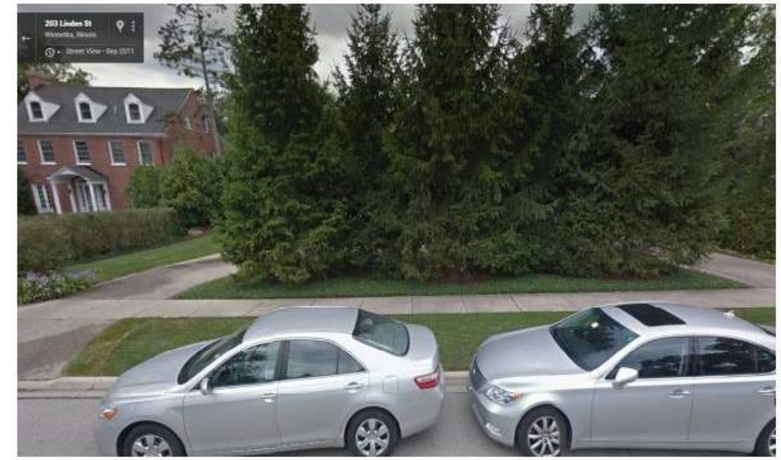
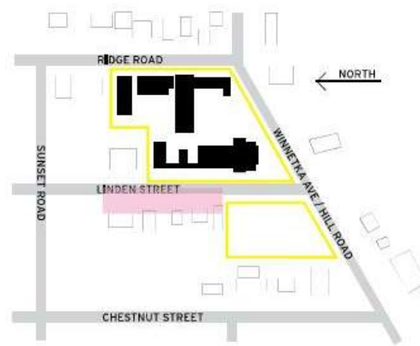
DATE: DECEMBER 14, 2015 PROJ. NO.: 14028

187 LINDEN STREET

195 LINDEN STREET



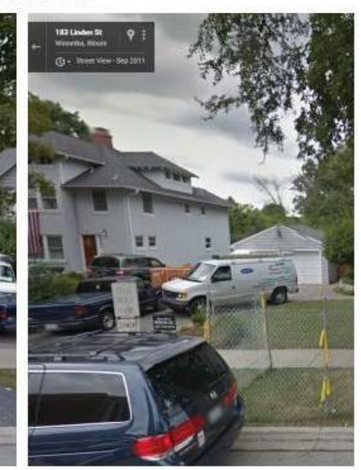
203 LINDEN STREET



158 LINDEN STREET

167 LINDEN STREET

183 LINDEN STREET



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PARISH CENTER

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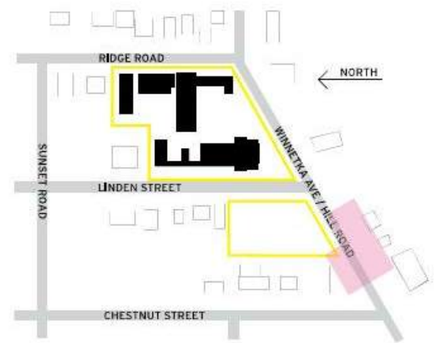
WINNETKA, ILLINOIS

DATE: DECEMBER 14, 2015

PROJ. NO.: 14028

786 HILL ROAD

792 HILL ROAD



794 HILL ROAD

796 HILL ROAD

SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

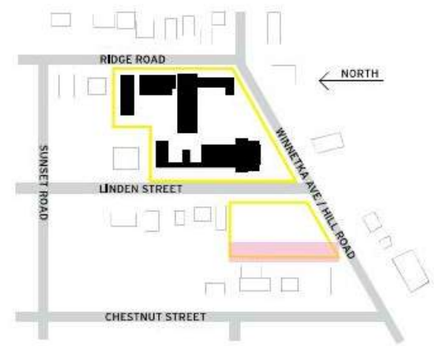
OKW Architects

DATE: DECEMBER 14, 2015 PROJ. NO.: 14028

155 CHESTNUT STREET

151 CHESTNUT STREET

137 HILL ROAD



SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

OKW Architects

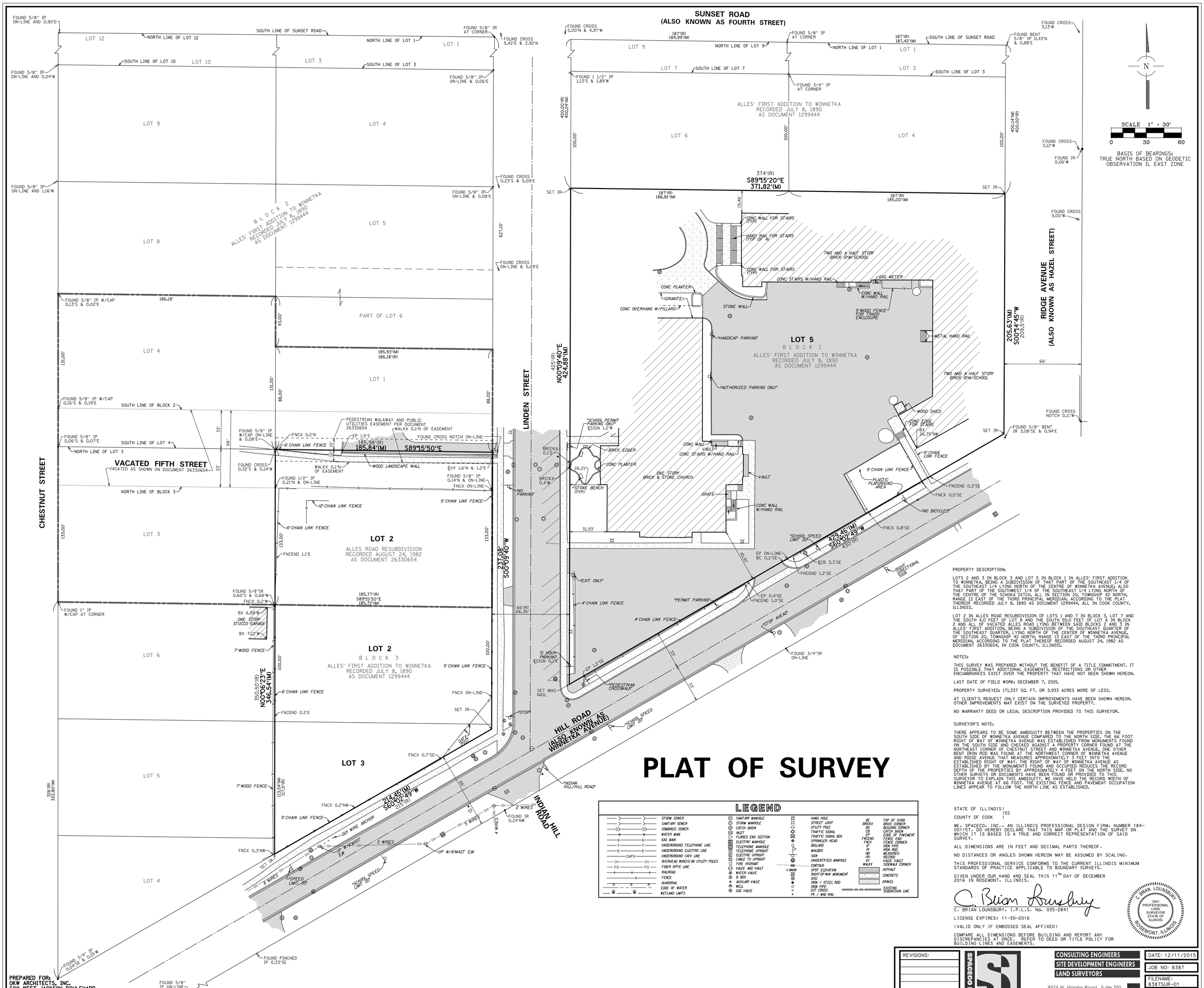
WINNETKA, ILLINOIS

PAGE 02G

DATE: DECEMBER 14, 2015

PROJ. NO.: 14028

ZONING MAP - N.T.S.



PLAT OF SURVEY

LEGEND

STORM SEWER	SANITARY MANHOLE	HAND HOLE	BC / TOP OF CURB
SANITARY SEWER	STORM MANHOLE	STREET LIGHT	BRICKX / BRICK CORNER
COMBINED SEWER	CATCH BASIN	UTILITY POLE	BX / BUILDING CORNER
WATER MAIN	INLET	TRAFFIC SIGNAL	CB / CATCH BASIN
GAS MAIN	FLARED END SECTION	TRAFFIC SIGNAL BOX	EP / EDGE OF PAVEMENT
UNDERGROUND TELEPHONE LINE	ELECTRIC MANHOLE	SPRINKLER HEAD	FNCEND / FENCE END
UNDERGROUND ELECTRIC LINE	TELEPHONE MANHOLE	BOLLARD	FNCX / FENCE CORNER
UNDERGROUND CATV LINE	TELEPHONE UPRIGHT	MAILBOX	IP / IRON PIPE
OVERHEAD WIREISION UTILITY POLES	ELECTRIC UPRIGHT	SIGN	IR / IRON ROD
FIBER OPTIC LINE	CABLE TV UPRIGHT	UNIDENTIFIED MANHOLE	(M) / MEASURED
RAILROAD	FIRE HYDRANT	CONTOUR	(R) / RECORD
FENCE	VALVE AND VAULT	SPOT ELEVATION	VV / VALVE VAULT
GUARDRAIL	WATER VALVE	RIGHT-OF-WAY MONUMENT	WALKX / SIDEWALK CORNER
EDGE OF WATER	B BOX	DISC	ASPHALT
WETLAND LIMITS	AUXILIARY VALVE	IRON / STEEL ROD	CONCRETE
	WELL	IRON PIPE	GRAVEL
	GAS VALVE	CUT CROSS	EXISTING SUBDIVISION LINE
		PK / MAG NAIL	

PROPERTY DESCRIPTION:

LOTS 2 AND 3 IN BLOCK 3 AND LOT 5 IN BLOCK 1 IN ALLES' FIRST ADDITION TO WINNETKA, BEING A SUBDIVISION OF THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 LYING NORTH OF THE CENTRE OF WINNETKA AVENUE; ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 LYING NORTH OF THE CENTRE OF THE SCHOKA DITCH, ALL IN SECTION 20, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1890 AS DOCUMENT 1299444, ALL IN COOK COUNTY, ILLINOIS.

LOT 2 IN ALLES ROAD RESUBDIVISION OF LOTS 1 AND 7 IN BLOCK 3, LOT 7 AND THE SOUTH 4.0 FEET OF LOT 8 AND THE SOUTH 55.0 FEET OF LOT 6 IN BLOCK 2 AND ALL OF VACATED ALLES ROAD LYING BETWEEN SAID BLOCKS 2 AND 3 IN ALLES' FIRST ADDITION, BEING A SUBDIVISION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, LYING NORTH OF THE CENTER OF WINNETKA AVENUE, OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 24, 1982 AS DOCUMENT 26330654, IN COOK COUNTY, ILLINOIS.

NOTES:

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT. IT IS POSSIBLE THAT ADDITIONAL EASEMENTS, RESTRICTIONS OR OTHER ENCUMBRANCES EXIST OVER THE PROPERTY THAT HAVE NOT BEEN SHOWN HEREON.

LAST DATE OF FIELD WORK: DECEMBER 7, 2015.

PROPERTY SURVEYED: 171,337 SQ. FT. OR 3.933 ACRES MORE OF LESS.

AT CLIENT'S REQUEST ONLY CERTAIN IMPROVEMENTS HAVE BEEN SHOWN HEREON. OTHER IMPROVEMENTS MAY EXIST ON THE SURVEYED PROPERTY.

NO WARRANTY DEED OR LEGAL DESCRIPTION PROVIDED TO THIS SURVEYOR.

SURVEYOR'S NOTE:

THERE APPEARS TO BE SOME AMBIGUITY BETWEEN THE PROPERTIES ON THE SOUTH SIDE OF WINNETKA AVENUE COMPARED TO THE NORTH SIDE. THE 66 FOOT RIGHT OF WAY OF WINNETKA AVENUE WAS ESTABLISHED FROM MONUMENTS FOUND ON THE SOUTH SIDE AND CHECKED AGAINST A PROPERTY CORNER FOUND AT THE NORTHEAST CORNER OF CHESTNUT STREET AND WINNETKA AVENUE. ONE OTHER BENT IRON ROD WAS FOUND AT THE NORTHWEST CORNER OF WINNETKA AVENUE AND RIDGE AVENUE THAT MEASURES APPROXIMATELY 3 FEET INTO THE ESTABLISHED RIGHT OF WAY. THE RIGHT OF WAY OF WINNETKA AVENUE AS ESTABLISHED BY THE MONUMENTS FOUND AND OCCUPIED REDUCES THE RECORD DEPTH OF THE PROPERTIES BY APPROXIMATELY 4 FEET ON THE NORTH SIDE. NO OTHER SURVEYS OR DOCUMENTS HAVE BEEN FOUND OR PROVIDED TO THIS SURVEYOR TO EXPLAIN THIS AMBIGUITY. WE HAVE HELD THE RECORD WIDTH OF WINNETKA AVENUE AT 66 FOOT. THE EXISTING FENCE AND PAVEMENT OCCUPATION LINES APPEAR TO FOLLOW THE NORTH LINE AS ESTABLISHED.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

GIVEN UNDER OUR HAND AND SEAL THIS 11TH DAY OF DECEMBER 2016 IN ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S. No. 035-2841

LICENSE EXPIRES: 11-30-2016

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE. REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

C. BRIAN LOUNSBURY 2841 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

PREPARED FOR:
OKW ARCHITECTS, INC.
600 WEST JACKSON BOULEVARD
SUITE 250
CHICAGO, ILLINOIS 60661

REVISIONS:

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700.
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 12/11/2015
JOB NO: 8387
FILENAME: 8387SUR-01
SHEET 1 OF 1

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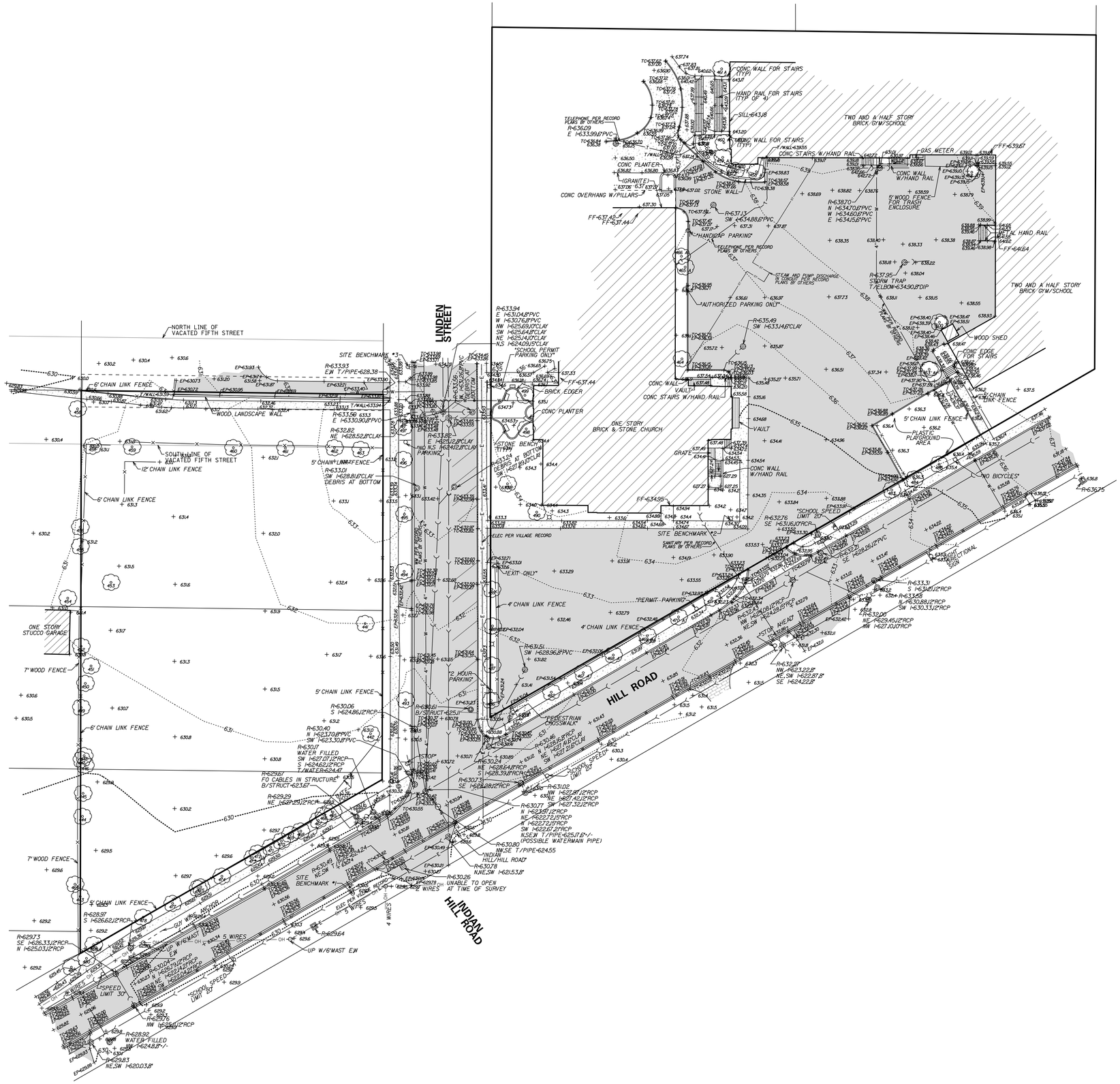

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SCALE 1" = 30'

0 30 60

LEGEND

- STORM SEWER
- SANITARY SEWER
- COMBINED SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND CATV LINE
- OVERHEAD WIRE(S)ON UTILITY POLES
- FIBER OPTIC LINE
- RAILROAD
- FENCE
- GUARDRAIL
- EDGE OF WATER
- WETLAND LIMITS
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- INLET
- FLARED END SECTION
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- TELEPHONE UPRIGHT
- ELECTRIC UPRIGHT
- CABLE TV UPRIGHT
- FIRE HYDRANT
- VALVE AND VAULT
- WATER VALVE
- B BOX
- AUXILIARY VALVE
- WELL
- GAS VALVE
- HAND HOLE
- STREET LIGHT
- UTILITY POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL BOX
- SPRINKLER HEAD
- BOLLARD
- MAILBOX
- SIGN
- UNIDENTIFIED MANHOLE
- 680 CONTOUR
- 99.99 SPOT ELEVATION
- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD
- IRON PIPE
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE
- SOIL BORING
- TREE WITH SIZE
- FIR TREE WITH SIZE
- BUSH
- ASPHALT
- CONCRETE
- GRAVEL

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND. THEREFORE. THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION. FIELD EXCAVATE.

PIPE FLOW DIRECTIONS. IF SHOWN. ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE. IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: NOVEMBER 19. 2015.

TREES WITH TRUNK DIAMETER OF 8" AND LARGER WERE LOCATED AND SHOWN HEREON PER CLIENTS REQUEST.

SOURCE BENCHMARKS:
VILLAGE OF WINNETKA BENCHMARKS
BENCHMARK #20-C:
CROSS AT THE CENTER OF SECTION 20-42-13 BEING AT THE INTERSECTION OF LOCUST STREET AND WILLOW ROAD.
ELEVATION = 623.64 NAVD88

BENCHMARK #20-EC:
CROSS AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 20-42-13 BEING AT THE INTERSECTION OF RIDGE AVENUE AND WILLOW ROAD.
ELEVATION = 646.49 NAVD88

SITE BENCHMARK #1:
WEST ARROW BOLT OF THE FIRE HYDRANT AT THE SOUTHWEST CORNER OF HILL ROAD AND INDIAN HILL ROAD.
ELEVATION = 632.16 NAVD88

SITE BENCHMARK #2:
CUT SQUARE ON SOUTH SIDE OF CONCRETE LIGHT POLE BASE AT THE SOUTHEAST CORNER OF THE CHURCH BUILDING.
ELEVATION = 635.96 NAVD88

SITE BENCHMARK #3:
NORTH ARROW BOLT ON FIRST FIRE HYDRANT NORTH OF HILL ROAD ON THE WEST SIDE OF LINDEN STREET, +/-300'.
ELEVATION = 636.01 NAVD88

NO.	DATE	REMARKS

EXISTING CONDITIONS
SAINTS FAITH, HOPE & CHARITY PARISH CENTER
WINNETKA, ILLINOIS

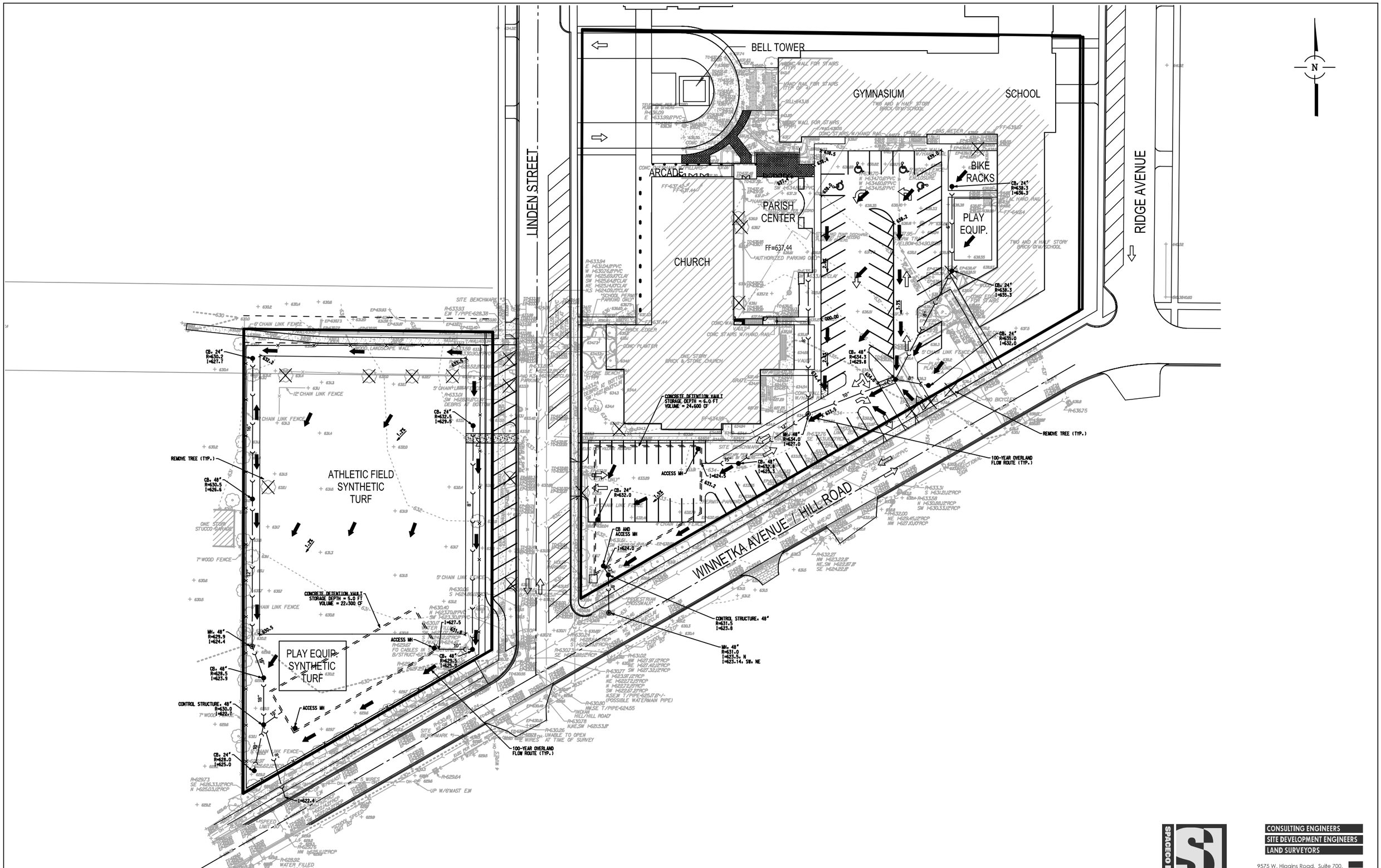
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4050 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 8387TOPO-01

DATE: 12/03/2015

JOB NO. 8387

SHEET E1
1 OF 1



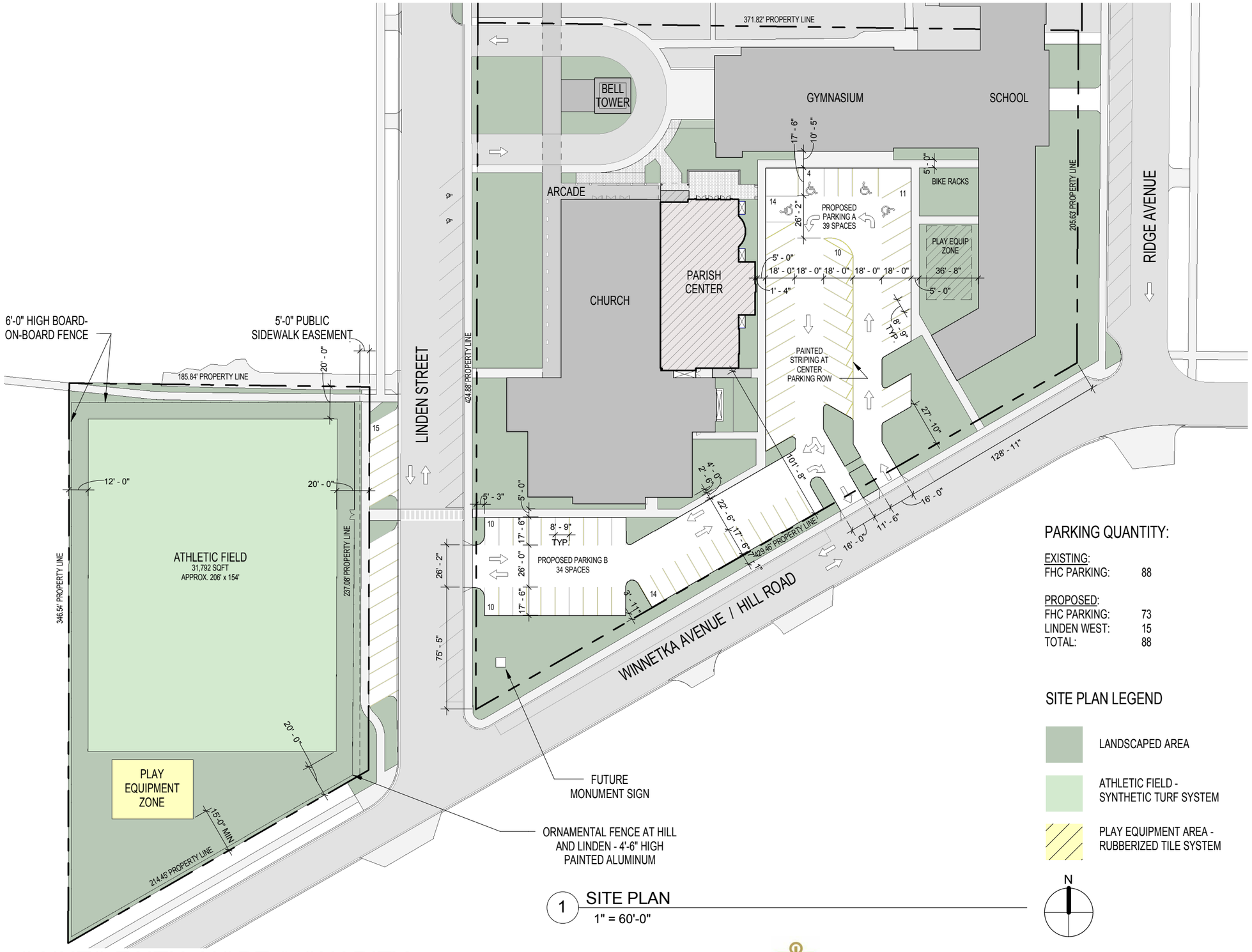
SAINTS FAITH, HOPE, AND CHARITY PARISH ADDITION

WINNETKA, ILLINOIS

PRELIMINARY ENGINEERING PLAN

DATE: DECEMBER 14, 2015 PROJ. NO.: 8387

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



1 SITE PLAN
1" = 60'-0"

PARKING QUANTITY:

EXISTING:
FHC PARKING: 88

PROPOSED:
FHC PARKING: 73
LINDEN WEST: 15
TOTAL: 88

SITE PLAN LEGEND

- LANDSCAPED AREA
- ATHLETIC FIELD - SYNTHETIC TURF SYSTEM
- PLAY EQUIPMENT AREA - RUBBERIZED TILE SYSTEM

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

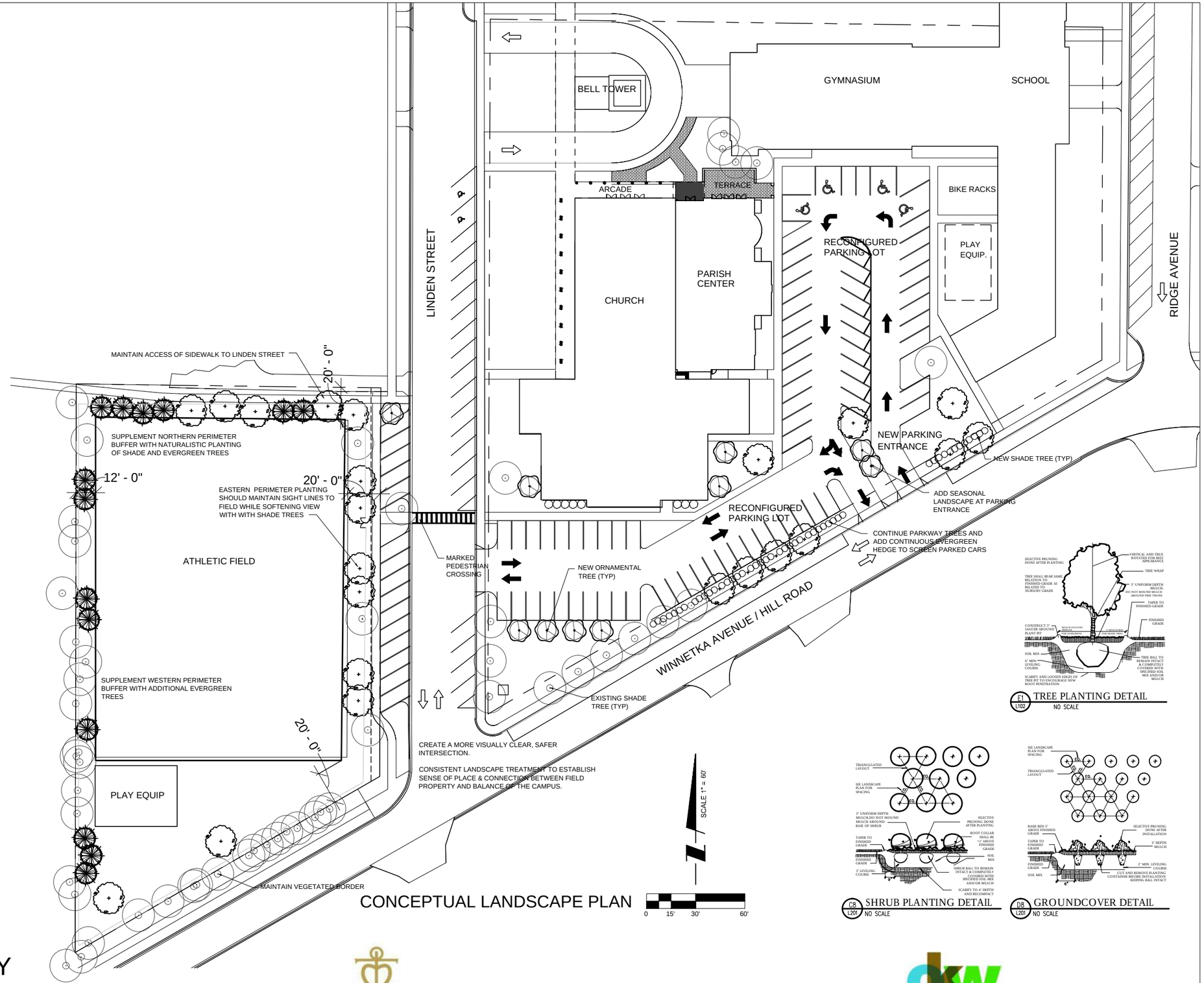
OKW Architects

DATE: JANUARY 04, 2016

PROJ. NO.: 14028

MASTER PLANT LIST

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	NOTE
		SHADE TREES			
ARO	ARO	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	3.0" BB	
ARU	ARU	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	3.0" BB	
CEO	CEO	CELTIS OCCIDENTALIS	HACKBERRY	3.0" BB	
GBI	GBI	GINKGO BILOBA 'AUTUMN GOLD'	GINKGO (MALE ONLY)	3.0" BB	MALE ONLY
GTS	GTS	GLEDITSIA TRIACANTHOS X INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	3.0" BB	
PCC	PCC	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	3.0" BB	
QBI	QBI	QUERCUS BICOLOR	SWAMP WHITE OAK	3.0" BB	
RPC	RPC	ROBINIA PSEUDOACACIA 'CHICAGO BLUES'	CHICAGO BLUES BLACK LOCUST	3.0" BB	
UCT	UCT	ULMUS CARPINIFOLIA 'TRIUMPH'	TRIUMPH SMOOTHLEAF ELM	3.0" BB	
		EVERGREEN TREES			
POM	POM	PICEA OMORIKA	SERBIAN SPRUCE	8-10' HT.BB	
PPU	PPU	PICEA PUNGENS	COLORADO SPRUCE	8-10' HT.BB	
PNS	PNS	PINUS STROBUS	WHITE PINE	8-10' HT.BB	
THC	THC	THUJA OCCIDENTALIS 'TECHNY'	TECHNY ARBORVITAE	6' HT.BB	
		ORNAMENTAL TREES			
AL	AL	ALNUS GLUTINOSA	EUROPEAN BLACK ALDER	8' HT.BB	
AM	AM	AMELANCHIER GRANDIFLORA	APPLE SERVICEBERRY	8' HT.BB	
CM	CM	CORNUS MAS	CORNELIANCHERRY DOGWOOD	6' HT.BB	
CC	CC	CRATAEGUS CRUSGALLI 'INERMIS'	COCKSPUR HAWTHORN	2.0" BB	
MT	MT	MAGNOLIA STELLATA	STAR MAGNOLIA	8' HT. BB	
MD	MD	MALUS 'DONALD WYMAN'	DONALD WYMAN CRABAPPLE	8' HT. BB	
MP	MP	MALUS 'PRAIRIEFIRE'	PRAIRIEFIRE CRABAPPLE	8' HT. BB	
MA	MA	MALUS SARGENT	SARGENT CRABAPPLE	6' HT. BB	
SR	SR	SYRINGA RETICULATA 'IVORY SILK'	TREE LILAC	2.0" BB	
		EVERGREEN SHRUBS			
BM	BM	BUXUS MICROPHYLLA	BOXWOOD	24" BB	
JC	JC	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	#5 CONT	
JS	JS	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	#5 CONT	
TD	TD	TAXUS X MEDIA 'DENSII'	DENSE YEW	36" BB	
TH	TH	TAXUS MEDIA "HICKSII"	HICKS YEW	36" BB	
		DECIDUOUS SHRUBS			
AA	AA	ARONIA ARBUTIFOLIA	BRILLIANT RED CHOKEBERRY	36" BB	
AM	AM	ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	BLACK CHOKEBERRY	36" BB	
BT	BT	BERBERIS THUNBERGII 'ROSE GLOW'	ROSE GLOW BARBERRY	18" BB	
CS	CS	CORNUS SERICEA 'ISANTI'	REDTWIG DOGWOOD	24" BB	
CA	CA	COTONEASTER ACUTIFOLIOUS	PEKING COTONEASTER	48" BB	
CH	CH	COTONEASTER HORIZONTALIS 'HESSEI'	ROCKSPRAY COTONEASTER	5 gal	
DL	DL	DIERVILLA LONICERA	SOUTHERN BUSH HONEYSUCKLE	24" BB	
EA	EA	EUONYMOUS ALATA 'COMPACTA'	DWARF BURNING BUSH	36" BB	
FA	FA	FORSYTHIA 'ARNOLD'S DWARF'	ARNOLDS DWARF FORSYTHIA	24" BB	
HM	HM	HAMMAMELIS VIRGINIANA	VERNAL WITCHHAZEL	4' BB	
HA	HA	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	5 gal	
HP	HP	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB	
PF	PF	POTENTILLA FRUITICOSA	POTENTILLA	18" BB	
RA	RA	RHUS AROMATICA 'GRO LOW'	GRO LOW SUMAC	5 gal	
RF	RF	ROSA 'FLOWER CARPET'	CARPET ROSE	2 gal	
RK	RK	ROSA 'KNOCKOUT'	KNOCKOUT SHRUB ROSE	2 gal	
SS	SS	SORBARIA SORBIFOLIA 'SEM'	SEM UREAL FALSE SPIREA	24" BB	
SB	SB	SPIREA x BUMALDA	ANTHONY WATERER SPIREA	24" BB	
SJ	SJ	SPIREA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	24" BB	
SN	SN	SPIREA NIPPONICA	SNOWMOUND SPIREA	36" BB	
SM	SM	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	36" BB	
VC	VC	VIBURNUM CARLESII	KOREANSPICE VIBURNUM	36" BB	
VD	VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	ARROWWOOD VIBURNUM	4' BB	
		GROUNDCOVER			
EF	EF	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS	



CONCEPTUAL LANDSCAPE PLAN

F1 L102 TREE PLANTING DETAIL
NO SCALE

C8 L201 SHRUB PLANTING DETAIL
NO SCALE

D8 L201 GROUNDCOVER DETAIL
NO SCALE

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

OKW Architects

TREES TO BE REMOVED

Tag number	Cal. size	Species	Condition	Form	Note
453	20"	Maple	good	poor	
459	29"	Elm	fair	poor	
460	14"	Elm	poor	fair	grown around fence pole
461	12"	Elm	fair	poor	
462	13"	Maple	good	good	
462-b	17"	Elm	fair	poor	
483	10"	Ash	poor	poor	
484	10"	Ash	fair	good	
485	12"	Ash	poor	poor	
489	10"	Honeylocust	good	good	
490	15"	Spruce	good	poor	
492	11"	linden	fair	poor	parkway
493	12"	Linden	good	good	parkway
494	11"	Linden	good	fair	parkway
496	10"	Linden	good	good	parkway
497	7", 7", 8", 6"	Maple	good	good	Multi-stemmed in parkway

TREE PROTECTION NOTES

1. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.

2. SIX FOOT HIGH CHAINLINK FENCING IS TO BE ERECTED AROUND THE DRIPLINE OF ALL TREES TO BE SAVED IN ACCORDANCE WITH THE VILLAGE OF WINNETKA FORESTRY PROTECTION PROCEDURES.

3. TREES IN CLOSE PROXIMITY TO DEMOLITION WORK SHALL BE BANDED AS OUTLINED IN THE VILLAGE OF WINNETKA FORESTRY PROTECTION PROCEDURES.

4. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.

5. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.

6. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.

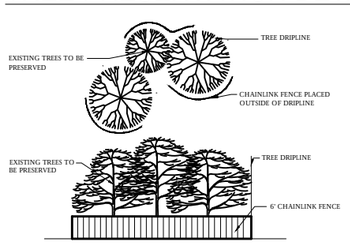
7. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

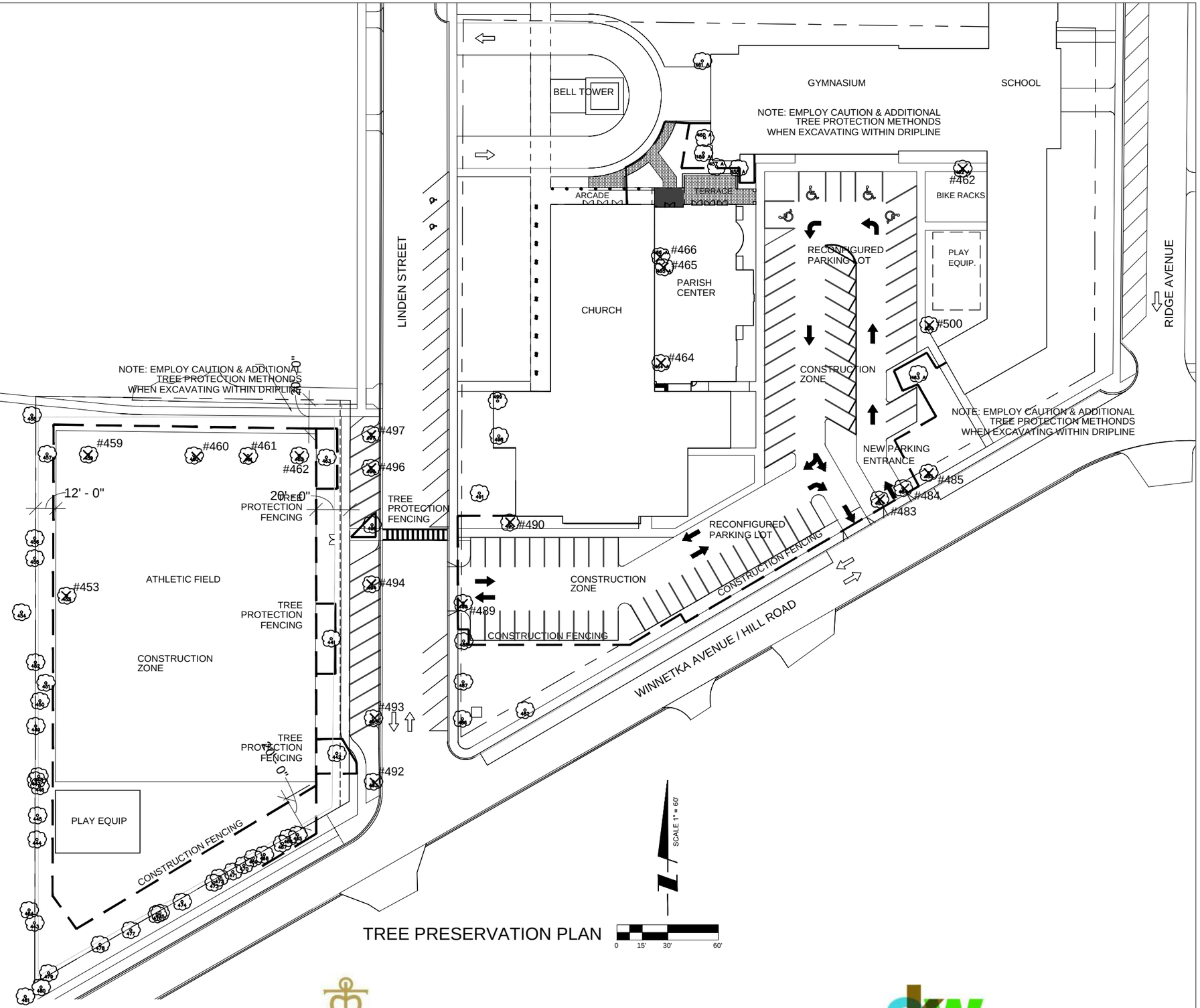
8. EMPLOY CAUTION WHEN DEMOLISHING WITHIN TREE DRIPLINE. CLEANCUT ANY EXPOSED ROOTS AND BACKFILL IMMEDIATELY. WHEN REMOVING CONCRETE FOOTINGS/FOUNDATION WITHIN DRIPLINE, USING A JACKHAMMER AND WHEELBARROW IS RECOMMENDED.

9. SILT FENCING CAN NOT BE TRENCHED UNDER TREE DRIPLINES. SILT FENCING MAY BE SECURED WITH SANDBAGS, HAY BALES, ETC.

10. RECOMMEND HAVING A CERTIFIED ARBORIST EVALUATE ASH TREES FOR PRESENCE OF EMERALD ASH BORER.

TREE PRESERVATION DETAIL





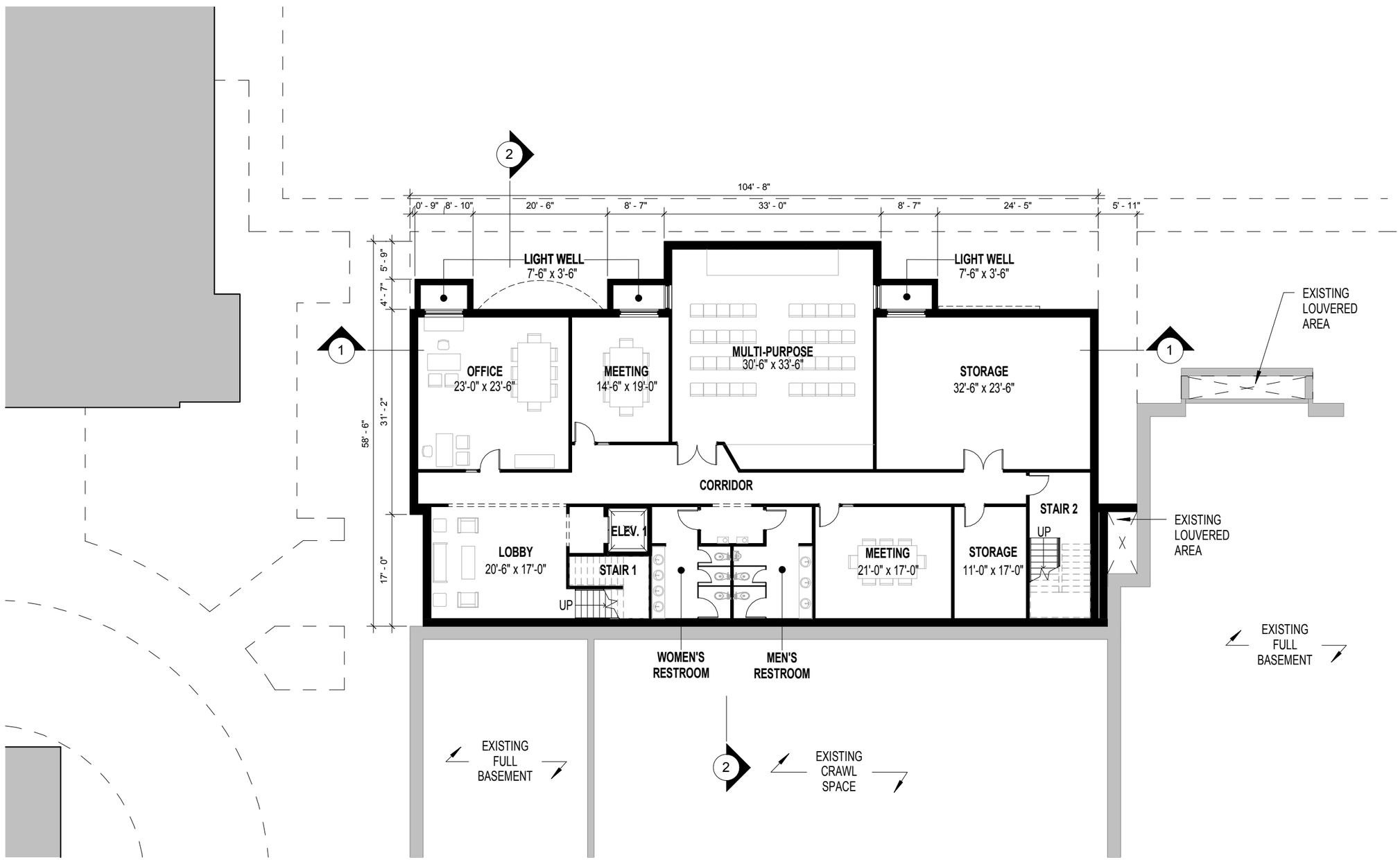
TREE PRESERVATION PLAN

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

OKW Architects

DATE: DECEMBER 14, 2015 **PROJ. NO.:** 14028



1 BASEMENT PLAN
1/16" = 1'-0"

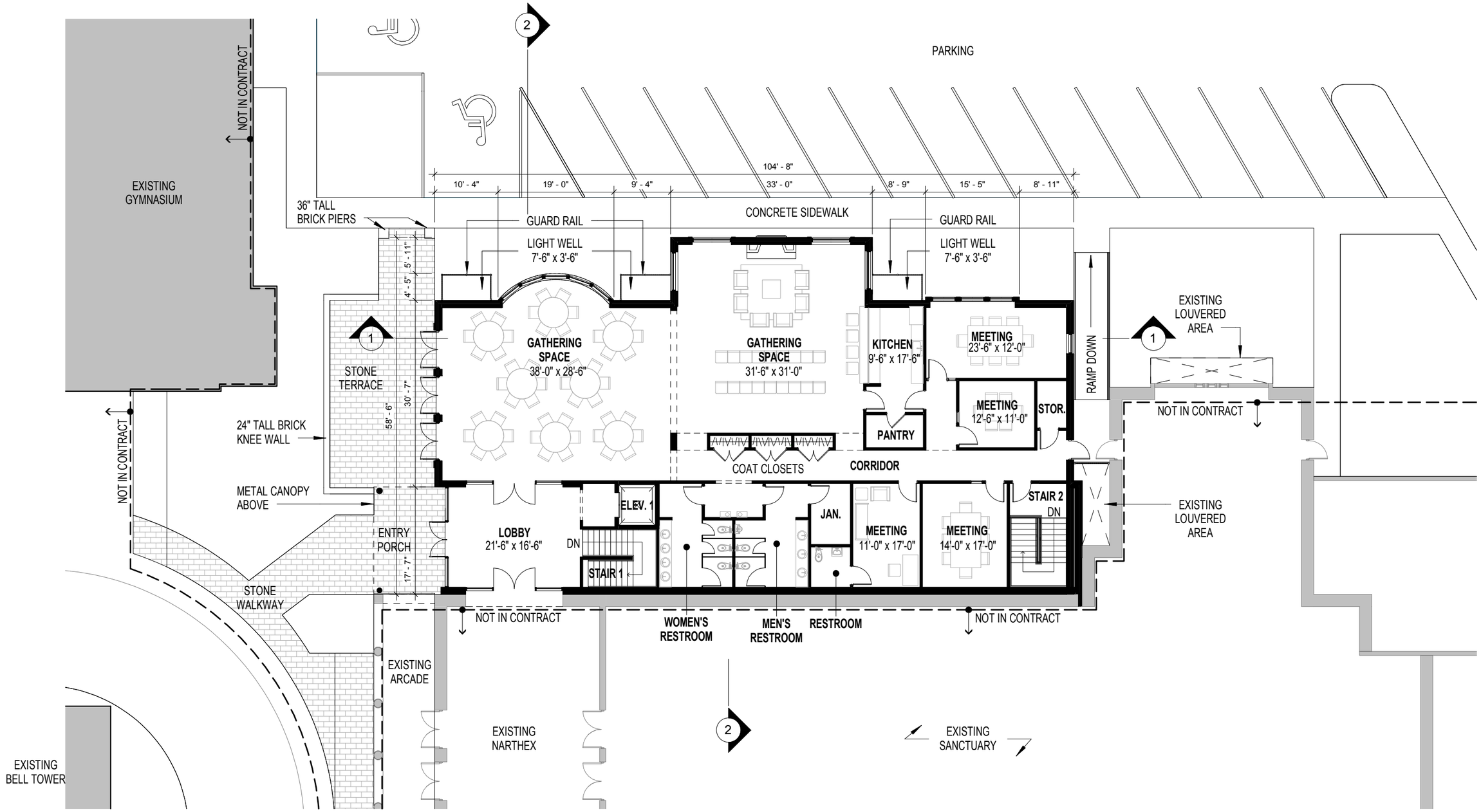
SAINTS FAITH, HOPE & CHARITY PARISH CENTER

OKW Architects

WINNETKA, ILLINOIS

DATE: JANUARY 04, 2016

PROJ. NO.: 14028

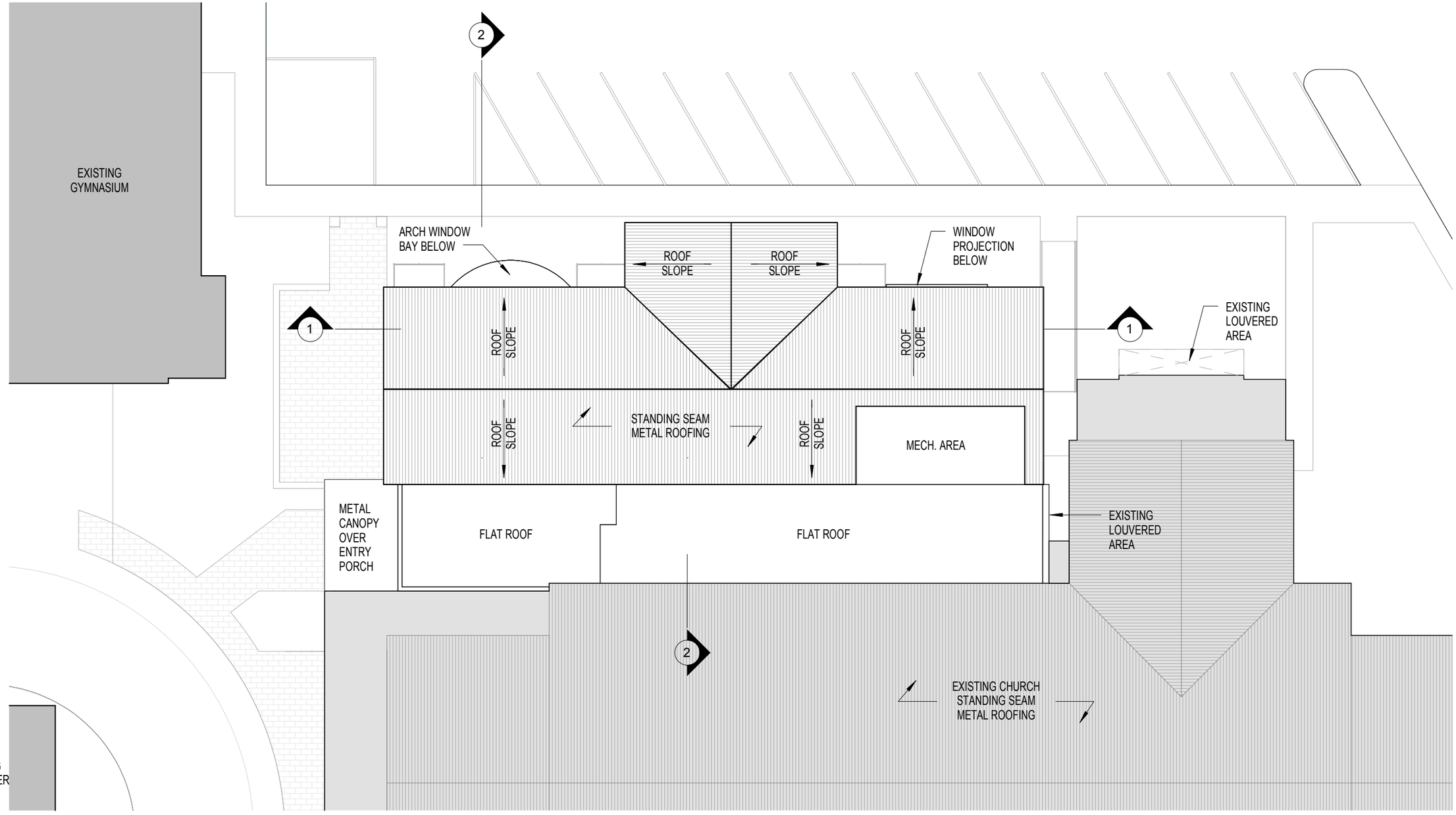


1 GROUND FLOOR PLAN
1/16" = 1'-0"

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

OKW Architects

DATE: JANUARY 04, 2016 PROJ. NO.: 14028



1 ROOF PLAN
1/16" = 1'-0"

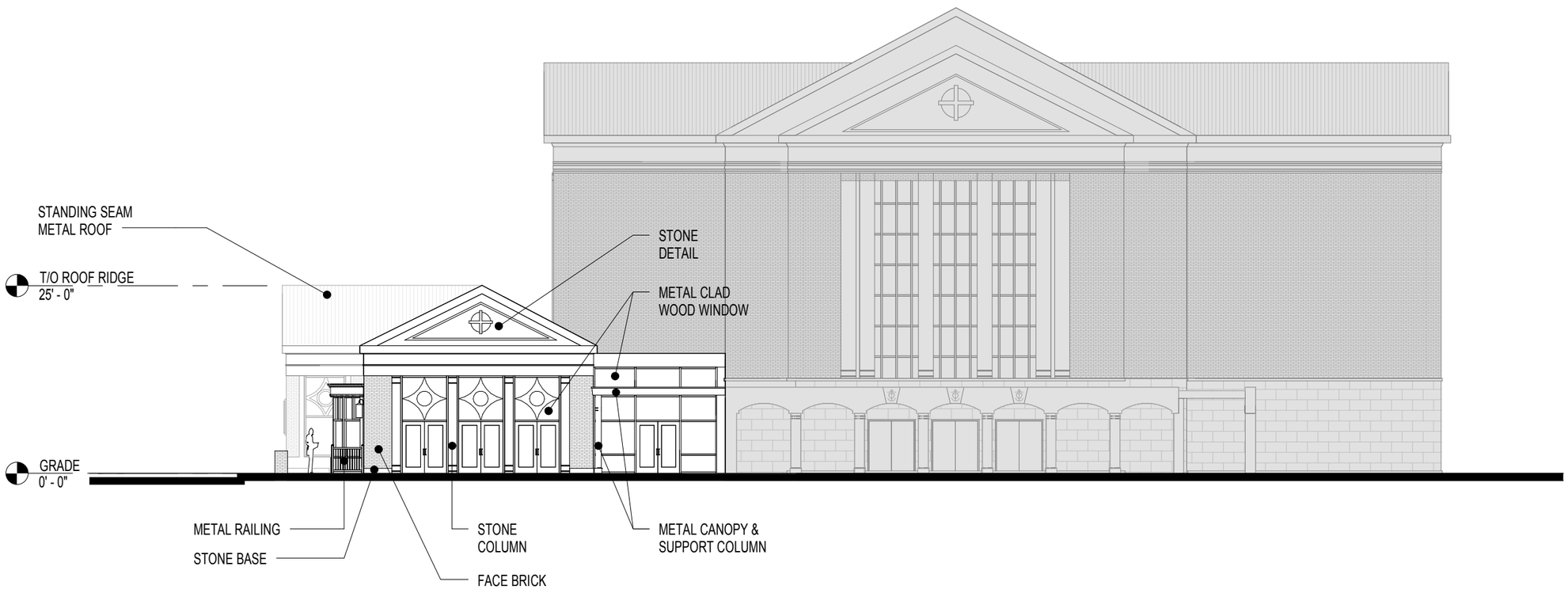
SAINTS FAITH, HOPE & CHARITY PARISH CENTER

OKW Architects

WINNETKA, ILLINOIS

DATE: DECEMBER 14, 2015

PROJ. NO.: 14028



1 NORTH BUILDING ELEVATION
1/16" = 1'-0"

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

OKW Architects

DATE: DECEMBER 14, 2015

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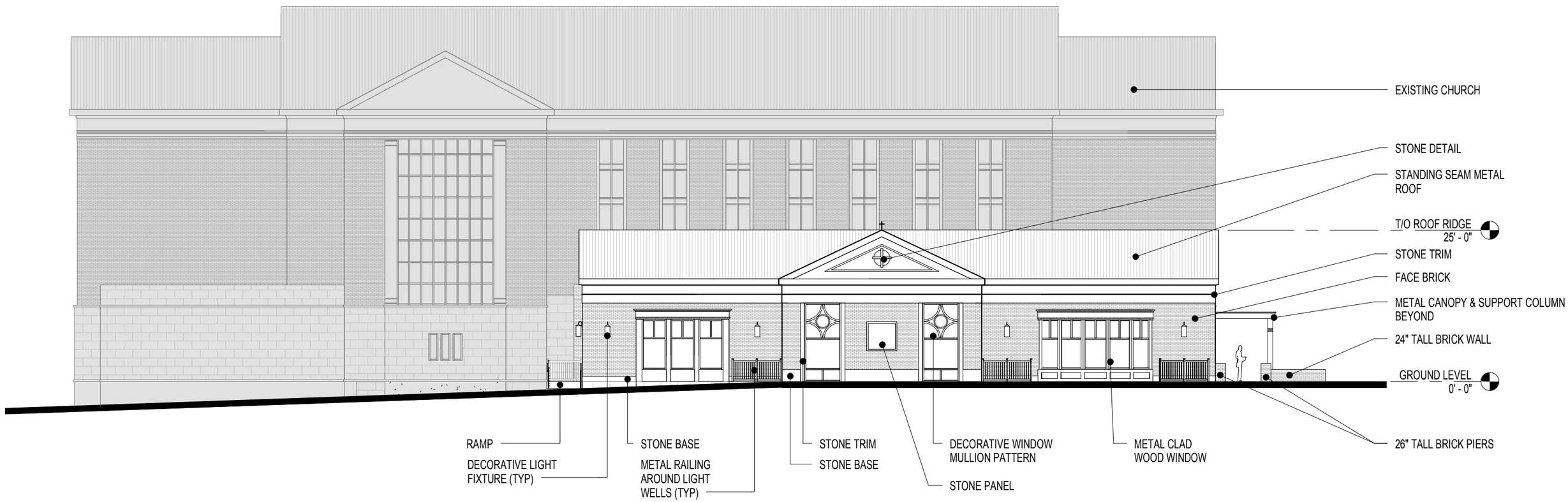

1 EAST BUILDING ELEVATION

1/16" = 1'-0"

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

OKW Architects

WINNETKA, ILLINOIS

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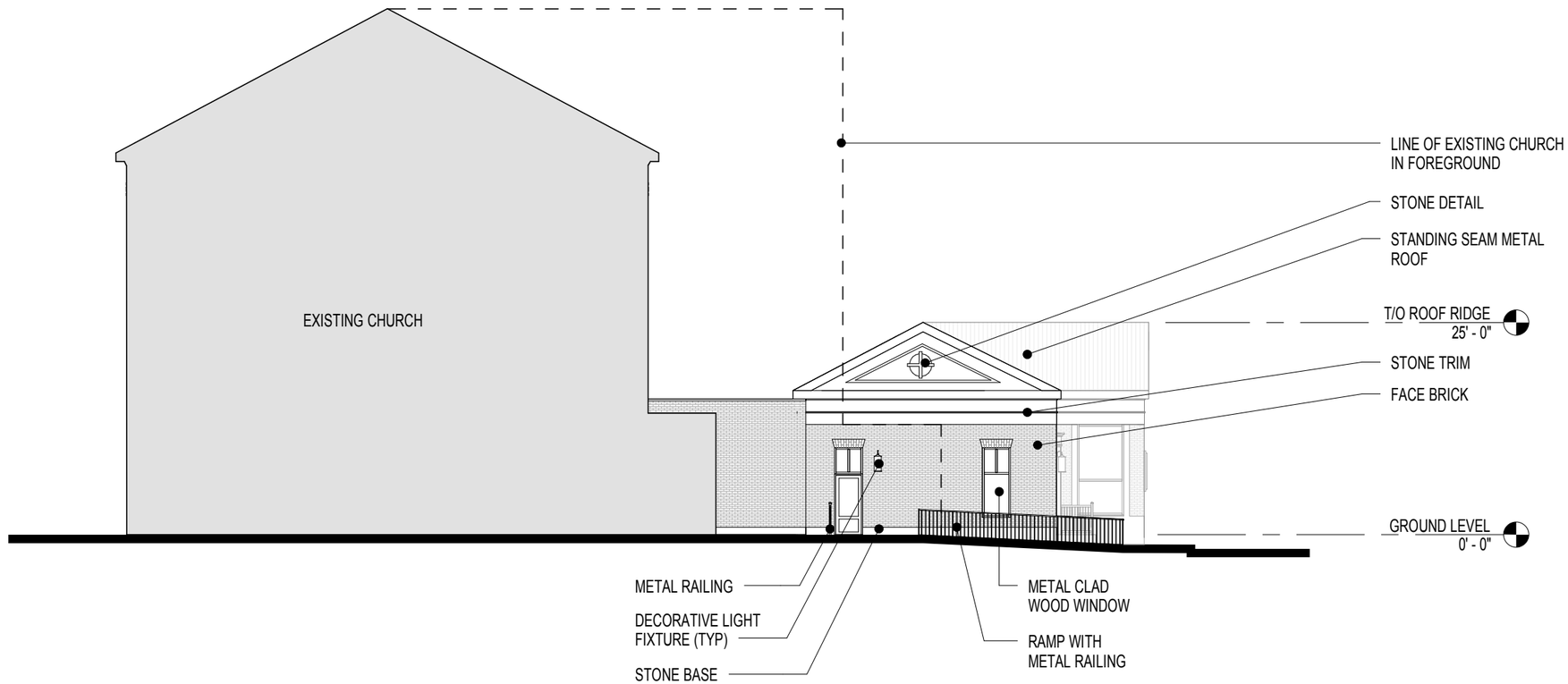

1 SOUTH BUILDING ELEVATION
1/16" = 1'-0"

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

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WINNETKA, ILLINOIS

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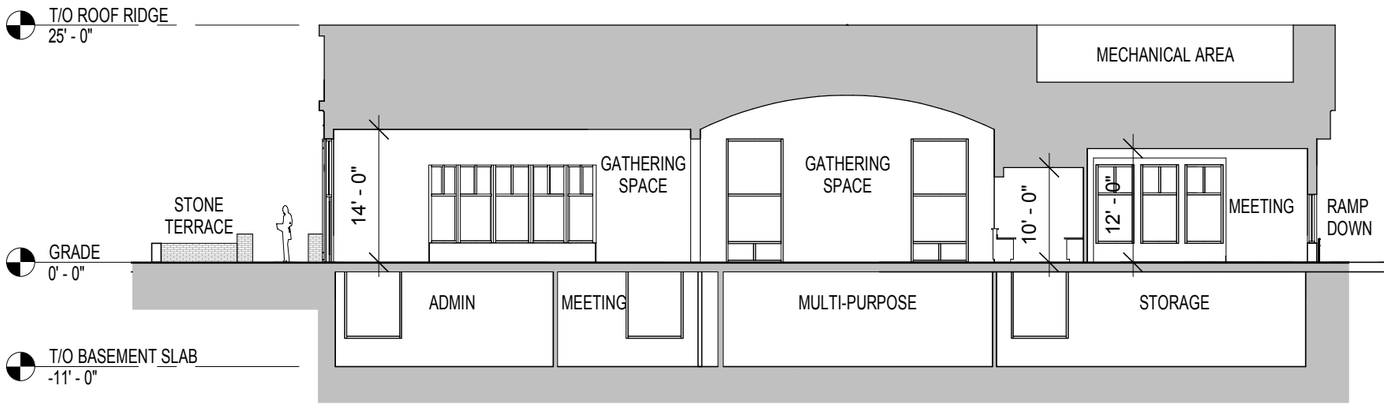
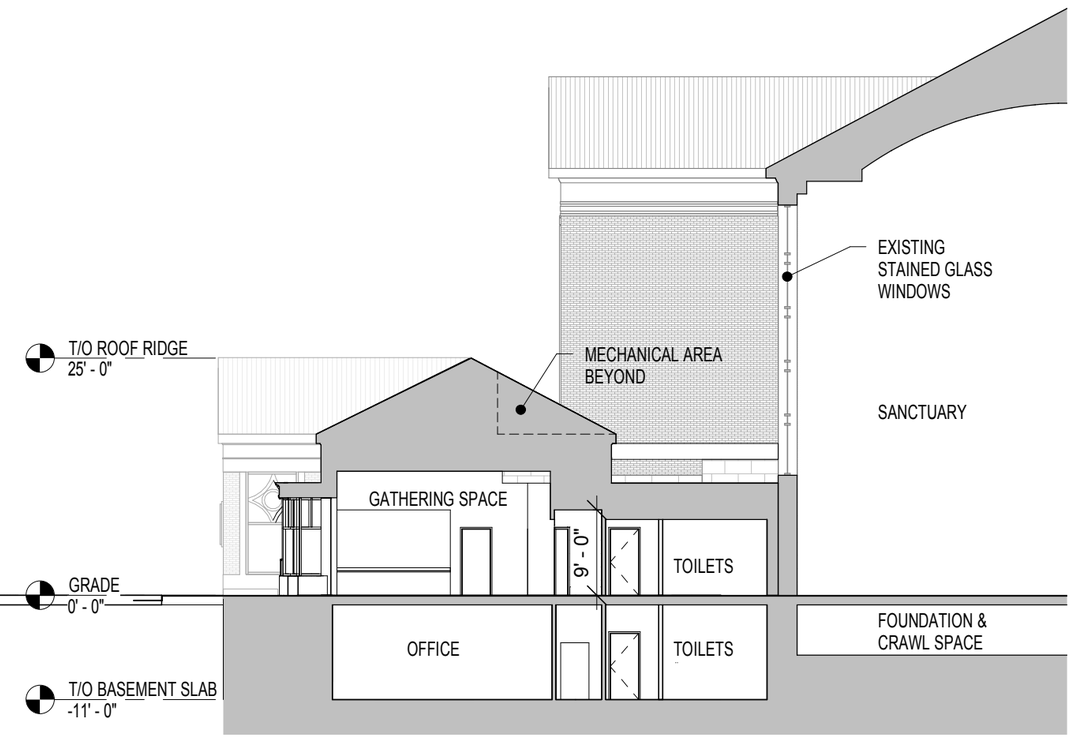
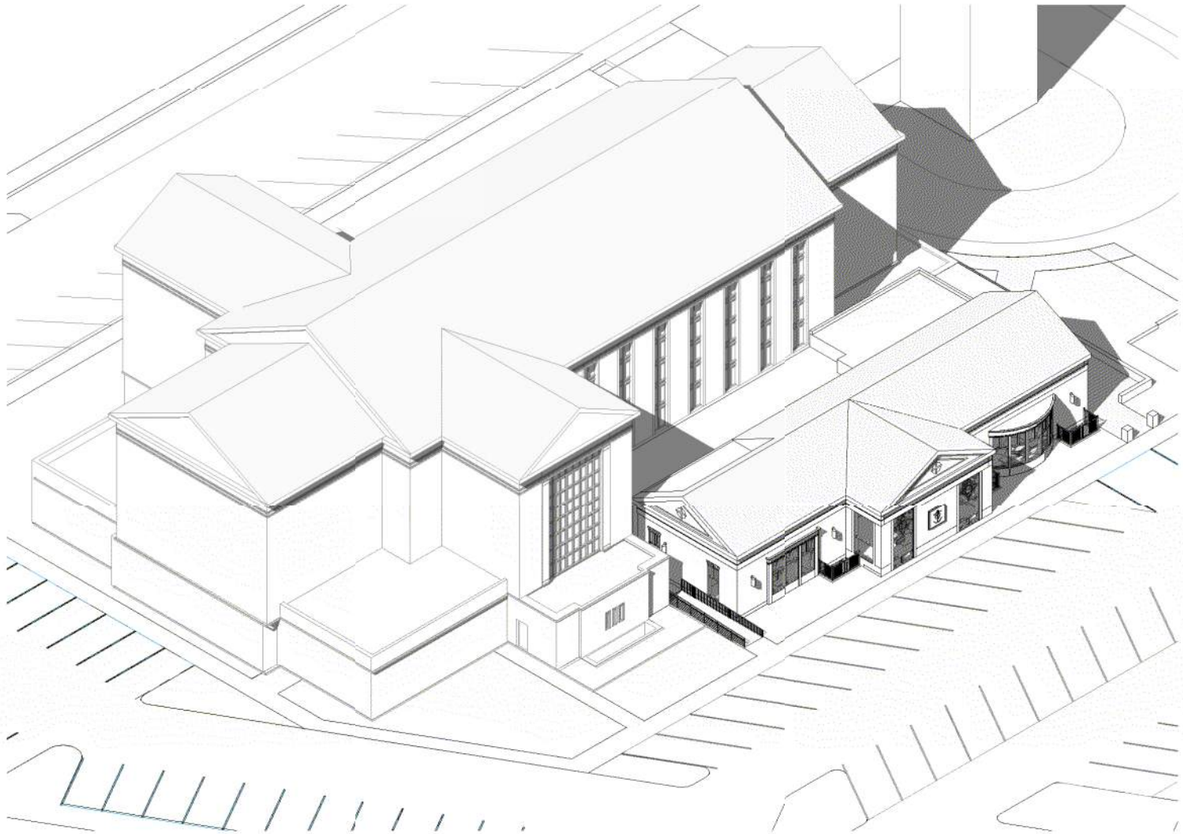


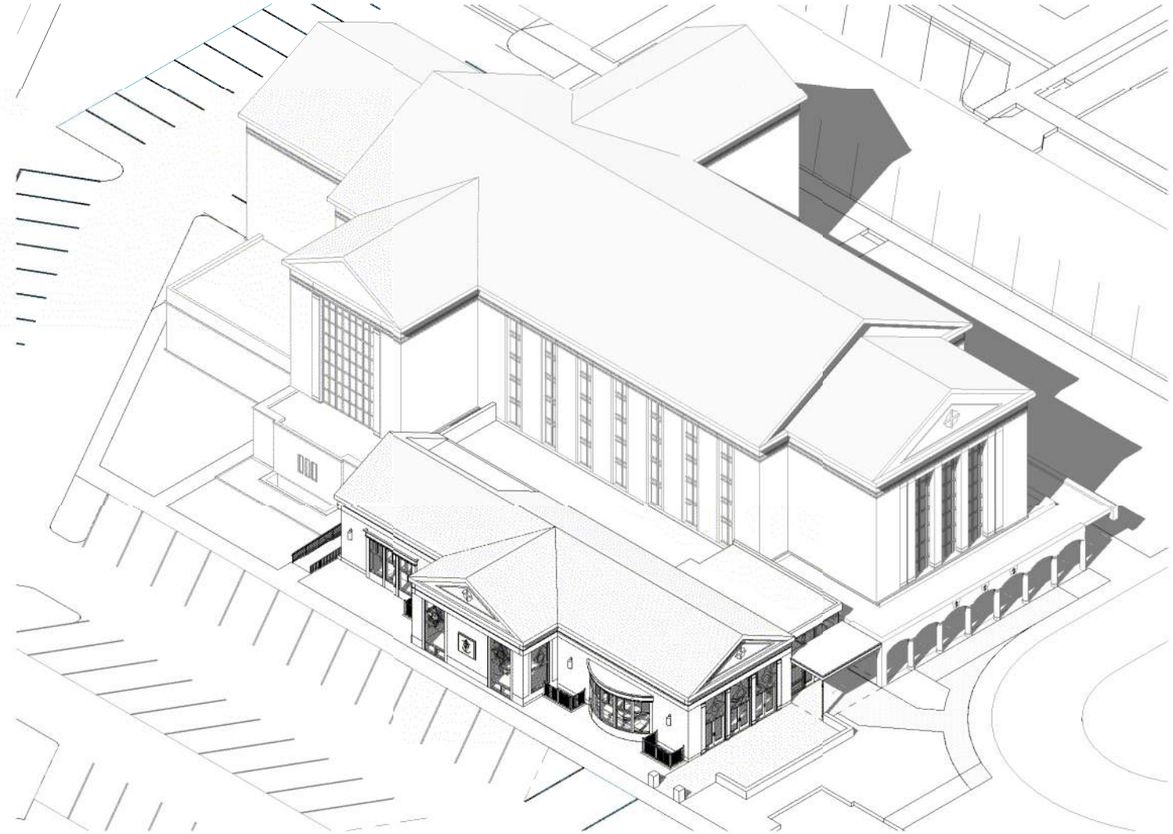
1 NORTH-SOUTH BUILDING SECTION: LOOKING EAST
1/16" = 1'-0"



2 EAST-WEST BUILDING SECTION: LOOKING SOUTH
1/16" = 1'-0"



1 AERIAL VIEW FROM SOUTHEAST LOOKING NORTHWEST



2 AERIAL VIEW FROM NORTHEAST LOOKING SOUTHWEST

SAINTS FAITH, HOPE & CHARITY
PARISH CENTER

OKW Architects

DATE: DECEMBER 14, 2015 PROJ. NO.: 14028

From: Mazzocco, Katherine
To: aklaassen@winnitka.org; Brian Norkus
Cc: Ray Mazzocco (r[redacted]; [redacted]
Subject: Comments to Faith Hope & Charity Project
Date: Monday, January 11, 2016 12:13:43 PM

Thanks for getting back to me so quickly with your contact information. I know that the Zoning Board of Appeals meeting is tonight and the Design Review Board for this project is scheduled for 1/21.

My husband Ray and I have lived directly across from the church at 180 Linden Street for 30 years and we have enjoyed having the church as a neighbor. The proposed addition to the church sounds wonderful but I am concerned with the plans for additional parking in the area where the playing field is.

There are already three places where cars come in and out at Faith Hope in that short area of Linden, combined with parallel and diagonal parking. Linden Street is a direct road into town and many cars turn from Hill onto Linden. I understand that Faith Hope would like to add more parking at the field via a circle drive kind of configuration. That would add 2 more places where cars come in and out. That seems very dangerous for pedestrians and for cars parking or driving through. Faith Hope has students using the field and the traffic would make it more dangerous for that usage.

We go to Kenilworth Union Church and there is no parking there. We have parked in the neighborhood and walked to church. I think that it would be better for Faith Hope to rely on the neighborhood for the additional 20 parking spaces. Right now, even on very busy church day like Easter, street parking usage only spans a block or 2. There is more capacity and would be much safer than 5 ingress/egress spots in a small area.

Thanks. I look forward to hearing how the zoning and design review goes. I did share my concerns about the parking plan with the church.

Katherine B. Mazzocco | Senior Vice President | Community Development Lending
BMO Harris Bank | US Commercial Real Estate
[redacted]
Visit us at https://www.bmoharris.com/main/commercial

We're here to help.

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AGENDA REPORT

SUBJECT: 1009 Green Bay Road, Domino's Pizza

DATE: January 15, 2016

PREPARED BY: Brian Norkus, Assistant Director of Community Development

Attached plans depict the proposed minor alterations to the vacant storefront at 1009 Green Bay Road, formerly occupied by "Trellis & Trugs".

The proposed restaurant is subject to a Special Use Permit due its primary business being delivery and take out. Final approval is subject to review by the Village Council.

In conjunction with filing of a Special Use Permit application, Domino's has also submitted applications for approval of minor building modifications as well as awning signs consistent with the adjacent storefronts.

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

PROJECT ADDRESS 1009 GREENBAY RD

NAME OF BUSINESS(ES) DOMINO'S - NRJM INC

REAL ESTATE INDEX NUMBER			
05			

Application is hereby made for the following work (please check all that apply):

☐ Sign — Sign permit application attached? ☐
☐ Awning — Awning permit application attached? ☐
☐ Other (general description) MINIMAL EXTERIOR IMPROVEMENTS/MODIFICATIONS

Please provide a detailed description of the proposed work (attached separate sheets, material specifications, photographs, etc.) :

MODIFICATION OF EXISTING AWNING WITH NEW 4" HIGH WHITE LETTERING READING "DOMINOS' INFILL EXISTING DOOR OPENING (1 OF 2 DOORS) ON FRONT FACADE WITH STOREFRONT AND GLAZING TO MATCH EXISTING. RELOCATION OF EXISTING REAR DOOR TO WORK WITH INTERIOR PROGRAM. NEW HANDRAILING AT FRONT ENTRY DOOR TO INCREASE PUBLIC SAFETY AT EXISTING RAMP. WINDOWM FILM APPLICATION TO MATCH STOREFRONT DUE TO INTERIOR BUILD-OUT

I/We hereby certify that as Lessee (Lessee/Owner) of the property at 1009 Greenbay Rd (address) I am/we are authorized to submit plans for alteration of the subject property. I/We agree to perform the subject work in accordance with the conditions of approval by the Winnetka Design Review Board, as well as all other applicable codes, rules and regulations of the Village of Winnetka.

COA2015-1191

SIGNED

PRINT NAME(S) Ray J. Montez

ADDRESS 1413 Sherman Rd #30
Romeoville, IL 60446

PHONE NUMBER 630-783-0300

FOR OFFICE USE ONLY
COA applied for (date)
COA Case Number
COA issued (date)

PRIMARY DESIGN FIRM	CVG ARCHITECTS, INC
CONTACT NAME	JASON DUTKOVICH
ADDRESS	1245 E DIEHL ROAD, SUITE 101
	NAPERVILLE, IL 60563
PHONE NUMBER	630-357-2023
FAX NUMBER	630-357-2662

RECEIVED DEC - 9 2015

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

RECEIVED DEC - 9 2015

AWNING PERMIT APPLICATION

Tenant/Lessee

Name of Business:	Primary contact name:	Phone:
DOMINOS	RAY MONTEZ	630-783-0300 630 546 3003
Street Address: 1413 Sherman Rd #30		Fax: 630 783-8365
City: Romeoville / State: IL / Zip Code: 60446		Email: rmontez@dominos-chicago.com

Awning Company

Name of Awning Company:	Primary contact name:	Phone:
Evanston Awning	Daryl Hunzinger	847-864-4520
Street Address: 2801 Central		Fax: 847 864-5886
City: EVANSTON / State: IL / Zip Code: 60201		Email: Awnings@EvanstonAwnings.com

Property Owner

Name of Company:	Primary contact name:	Phone:
EJ Property Mgmt	EJ Stern	847-724-3900
Street Address: 1918 Waukegan Rd		Fax: 847 724 3900
City: Glenview / State: IL / Zip Code: 60025		Email: EJSJP@AOL.com

Awning is ☐ retractable, *or* ■ rigid
☐ new awning, *or* ☐ recovering of existing frame

Description of fabric type and color (attach samples): EXISTING BURGANDY FABRIC TO REMAIN, PROVIDE ONLY NEW WHITE LETTERS READING "DOMINOS"

Description of awning sign material, method of application and color: WHITE LETTERING ON EXISTING APRON

Height of awning logo/copy : 4 inches

Awning Dimensions: Width EXISTING Height EXISTING Projection from building face: EXISTING

ABC2015-1192 $55. plan review fee

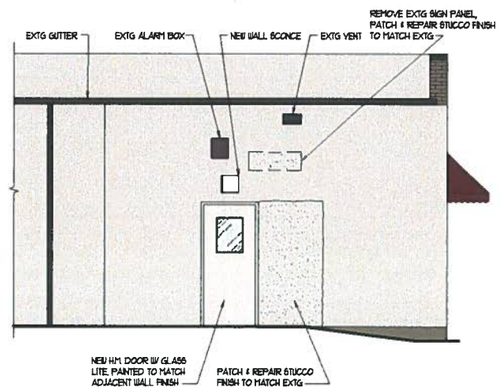
OFFICE USE ONLY PERMIT FEE ($70 each) _____

CONDITIONS OF APPROVAL: _____

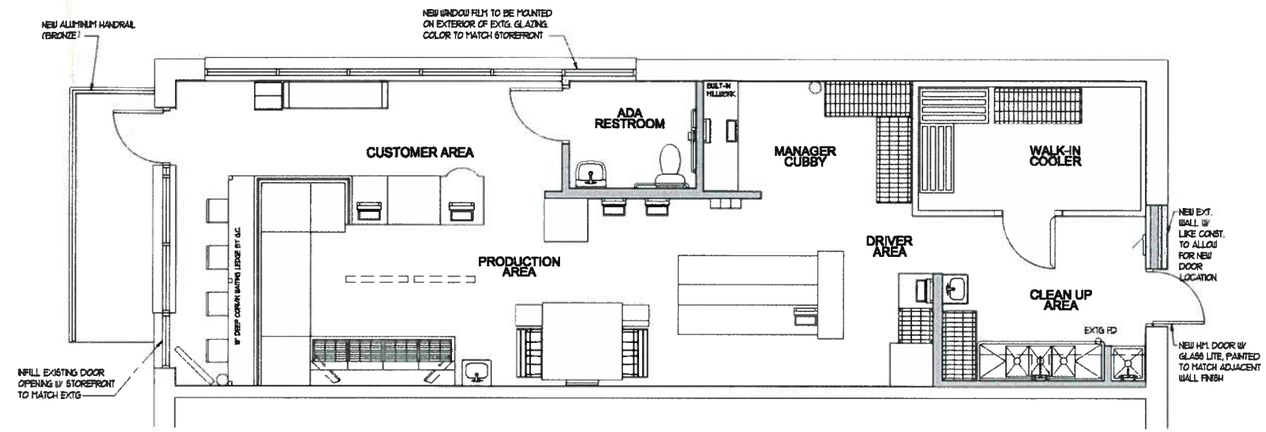
PHOTOS OF EXISTING BUILDING

RECEIVED
DEC - 9 2015

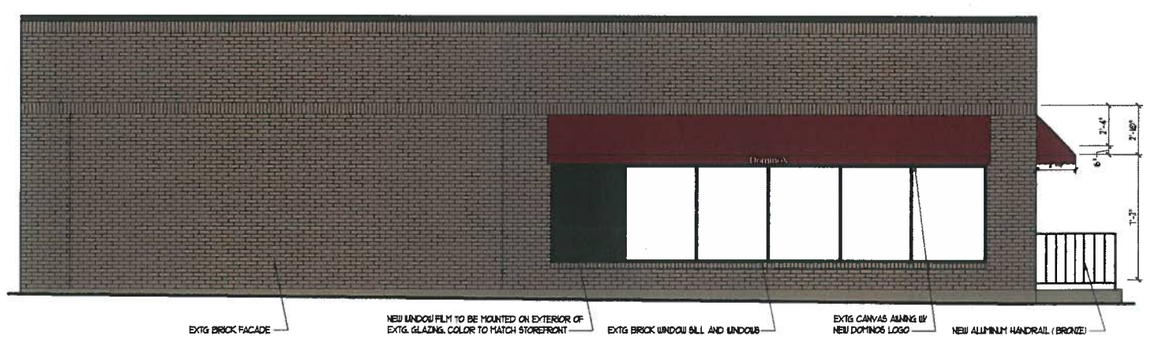
A **SOUTH ELEVATION**
SCALE: 1/4" = 1'-0"



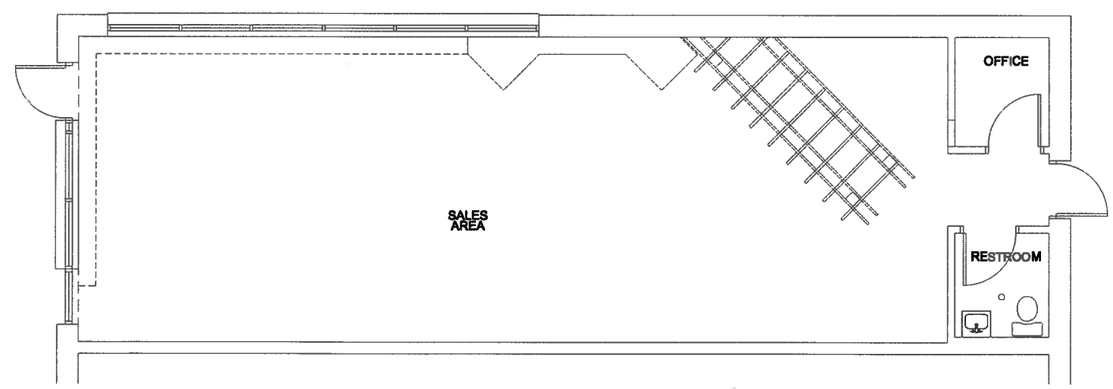
B **NORTH ELEVATION**
SCALE: 1/4" = 1'-0"



N **PROPOSED FLOOR PLAN**
SCALE: 1/4" = 1'-0"



C **WEST ELEVATION**
SCALE: 1/4" = 1'-0"



N **EXISTING FLOOR PLAN**
SCALE: 1/4" = 1'-0"

Domino's Store #2781

1009 Green Day Rd - Winnetka, IL

December 02, 2015 | project 2015-121

charles vincent george
ARCHITECTS
1245 E. Diehl Rd. Suite 101 • Naperville, IL 60563
P: 630.357.2023 • F: 630.357.2662

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

RECEIVED JAN 14 2016 BY

AWNING PERMIT APPLICATION

Tenant/Lessee

Name of Business:	Primary contact name:	Phone:
H.Gary Frank Architects	Gary Frank	847-501.4212
Street Address: 523 Chestnut		Fax:
City: Winnetka / State: IL	Zip Code: 60093	Email: gary@hgfarchitect.com

Awning Company

Name of Awning Company:	Primary contact name:	Phone:
ACMK	Kris	847-446-0153
Street Address: P.O. Box 23		Fax:
City: Winnetka / State: IL	Zip Code: 60093	Email: acmkawning@att.net

Property Owner

Name of Company:	Primary contact name:	Phone:
Braun Invest	Josh Braun	847-424-0044
Street Address: 800 Custer Ave		Fax:
City: Evanston / State: IL	Zip Code: 60202	Email: jbraun@braunninvest.com

Awning is ☐ retractable, *or* ☒ rigid
☐ new awning, *or* ☐ recovering of existing frame

Description of fabric type and color (attach samples): Grey Sample to be provided

Description of awning sign material, method of application and color: _____

Height of awning logo/copy: 4" inches to match existing HGF sign

Awning Dimensions: Width 24FT Height 8'-0" Projection from building face: 2'-0"

ABC2016-017 $55.- plan review fee

OFFICE USE ONLY PERMIT FEE ($70 each) _____

CONDITIONS OF APPROVAL: _____

H. Gary Frank | Architects
4" LETTERING
℄ OR LETTERING
H. Gary Frank | Architects
2'-0" EXISTING
8"
NEW LIGHT FIXTURES
EXISTING 8'-0"

ENLARGE IMAGE

VIEW FINISH SAMPLES

Share

OVERVIEW CHECK STOCK

Height: 18.5"
Width: 7.5"
Extension: 6.75"
Backplate: 6.75" x 13.5" Rectangle
Socket: 2 - Candelabra
Wattage: 2 - 60 C
Note: Item is UL listed for wet location.

price $[illegible]

finish Bronze

contact us